

AUSTRALIAN RAILWAYS ILLUSTRATED

FEBRUARY 2011 - ISSUE 6

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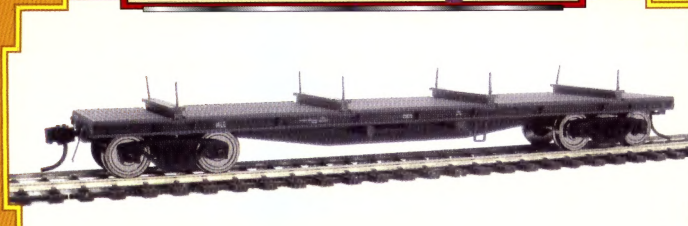
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February 2011

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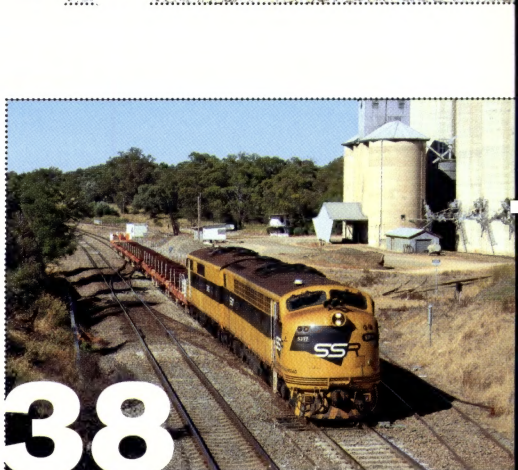
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Standing outside CFCLA's Goulburn Workshops on Monday 17 January 2011, C503 is freshly painted after Southern Shorthaul Railroad secured a long term lease from CFCLA.
Photo by Dave Phillips



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FROM THE EDITOR :

Welcome to a wet 2011 where floods have impacted southern/central Queensland and western/northern Victoria. Major damage has been caused to the mainline to Toowoomba where repairs are expected to take three months to complete. In Victoria, the grain-only lines in the north - west have bore the brunt of the damage along with the Swan Hill passenger service. Repairs to these lines are expected to take four to six weeks depending on damage. In light of this damage, I hope that all lines are repaired and the cost of damage is not an excuse to close some sections of the railway as there's plenty of grain out there to move to port.

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Finally, it looks like it will be another exciting year in the railway industry with a number of new contracts signed. Here at Australian Railways Illustrated we will be covering these new developments as well as delving into archival material from the 60's and 70's to showcase how it was. I look forward to your continued support.

Stewart

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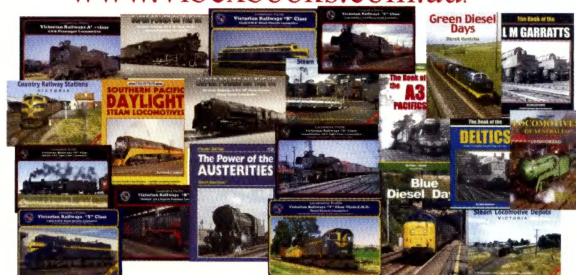
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WA CBH ANNOUNCES NEW RAIL OPERATOR

The CBH Group has announced plans to make an investment of up to \$175 million in rolling stock as part of a landmark decision to award its long-term rail contract to the experienced United States shortline operator Watco Companies. CBH Group Chief Executive Officer, Dr Andrew Crane said the contract marked a new era for grain rail freight in Western Australia which would deliver significantly greater value, efficiency and safety to grain growers and the Australian grain industry. "Our decision to go to tender for the first time for our rail transport requirement has resulted in the introduction of competition for the first time in the Western Australian grain rail freight market and the first major investment in new rolling stock for decades," Dr Crane said.

"We still need continued support and engagement with below-rail provider WestNet and the State Government to achieve an optimal outcome. "However, subject to a satisfactory new track access agreement, and with the State and Federal Governments' \$350 million funding package, our planned investment means more than \$500 million has now been committed this year to the grain transport network after decades of neglect."

Dr Crane said Watco had been chosen as CBH's long-term rail partner following a year-long tender process which had drawn competitive interest from rail companies locally and around the world. The new 10 year agreement would commence in May 2012 and would see Watco provide a comprehensive rail logistics planning service including train planning and scheduling, tracking, maintenance, inventory control and crew management. Watco would operate and maintain the new rolling stock to be acquired by CBH, which would include a number of locomotives and a fleet of wagons to be delivered over the next 18 months.

"We welcome Watco to Western Australia and have great confidence that their experience and innovative and performance-driven culture will enable us to implement the most efficient grain logistics supply chain for WA growers and their customers and help us to keep the maximum amount of grain on rail," Dr Crane said. "We also anticipate the new arrangements will deliver our growers material improvements in freight efficiencies."

Watco Executive Vice President, Ed McKechnie, said Watco welcomed the opportunity to partner with the CBH Group and the grain growers of Western Australia as its point of entry to Australia. "We want to grow the rail business in Western Australia

and we will do that by providing exceptional customer service," Mr McKechnie said. "We are committed to operating a safe and efficient railroad that creates value for growers. This is done by moving more tonnes to port and doing it through creativity and innovation. We believe our experience in grain transportation and the successful execution of over 40 start-ups on railroads, rail car shops, switching operations and transload locations will be of significant value when commencing operations in Western Australia."

Dr Crane said the existing interim agreement with the incumbent provider Australian Railroad Group was due to run until April 2012 and CBH looked forward to working with ARG to ensure a smooth transition to the new arrangements for the benefit of both companies and the grain industry.

AWB READY FOR BIGGEST EXPORT RAIL TASK

AWB is preparing for a big 2011 export rail task in Victoria and New South Wales. AWB operates trains delivering bulk grains from up country rail storage facilities to ports in Victoria and New South Wales.

Rail freight is more economical, efficient and environmentally friendly compared to road.

Typically one train load is equivalent to over 50 B-double loads.



• With CBH awarding the new contract to Watco, services like this expected to be non-existent with the NG lines radiating from Merredin expected to close.
• Here DAZ1905/AB1501 haul 3452 empty grain from West Merredin to Narembeen through the former siding of Norpa on Tuesday 11 January 2011.
• Photo by Phil Melling



: Returning on its maiden run to Woorinen after returning to broad gauge, G533 leads T333/T378/B74 on 9062 grain on Thursday 6 January 2011.
 : Photo by Julian Insall

The new AWB grain hoppers have proven to be efficient, safe and reliable resulting in maximised pay loads to rail track axle load ratings and optimal turnaround times at the ports.

As part of the planning process for the 2011 rail export task AWB has gone through an extensive preventative maintenance program on all its locomotives and rolling stock.

"We were forecasting a big crop in the Victorian mallee on the broad gauge rail network. However the locomotives available to us on the broad gauge were aged, unreliable and inadequate in horsepower. The basic creature comforts for drivers such as air conditioning and toilets were also a big issue which we had to address. As a result we have converted one of the AWB G Class locomotives from standard gauge to broad gauge bogies. This will replace four older locomotives on the broad gauge train which will result in a more cost effective and reliable train service. We will see an increase in number of drivers signing on for broad gauge runs on the more modern G Class.

AWB has placed one of its rakes of wagons into the Goulburn Railway Workshops for X exams. The strategic location is ideal for AWB trains running in the Port Kembla zone.

Our oldest rake of wagons has undergone bogie exchange onto standard gauge to support the Victorian rail freight task. They have also undergone a major repair program as well to facilitate an efficient loading and discharge operation to match the new AWB grain hoppers.

AWB has also leased locomotives that are suited to the mainline and branch line work in NSW. They will support our G Class fleet.

"With the planning process completed, AWB is now well positioned to deliver one of the biggest rail tasks in many years".

FLOODING IMPACT ON RAIL IN QUEENSLAND

On Thursday 13 December QR National provided an update on the effects of the widespread flooding in Queensland on their operations. In summary, the effects were:

The Moura coal line re-opened to all traffic on 13 January after closing on 29 December and then partially re-opening to the mines of Callide and Boundary Hill on 4 January.

The Blackwater network was targeted to re-open around 21 January after the Dawson River had dropped below the rail bridges. The system had been closed since 27 December. It was planned that services would be available from Burngrove (near Blackwater) east from that time, and then progressively to mines

located on the (northern) Gregory branch from the weekend of 22/23 January.

Dates for resumption of services for the Minerva and Rolleston mines have not been determined. The Rolleston line is severely damaged in sections.

The Newlands line to Abbot Point Coal terminal near Bowen continues to operate. The Newlands system has remained open throughout and while it operated at reduced railings in December it has recovered well in January.

The Goonyella network into the ports of Dalrymple Bay and Hay Point, south of Mackay, continues to operate. It was closed from 24 December to 30 December following derailment of a Pacific National train near Yukon.

In southern Queensland, QR National is unable to operate services west of Brisbane because of flooding and damage to the rail line on the Toowoomba Range following a landslide on 10 January. QR National is awaiting further advice from the network owner, Queensland Rail, on the extent of the damage to infrastructure and likely timeframe for restoration of the track.

As the Fitzroy River flooding dropped below the North Coast Line at Yeppen at Rockhampton on 14 January, work to re-open the line, thus allowing full service between Brisbane and Cairns, commenced with a likely completion date of around 19/20 January.



: With the threat of flooding in Rockhampton predicted to reach 9.4 metres (a 1 in 100 year event in plain but misleading terms) a number of locomotives
 : were removed from the lower sections of the Rockhampton loco shed area and taken to The Caves (in two movements) and stowed in the loop on 30
 : December 2010. On Friday 31 January, the locomotives, starting from the most northern one, were 2478H/3415/2262/1733/1732D/2204D/2275/2498H/
 : 2208D/3302/3508/2213D/2500D and 1761D. With the Fitzroy River peaking at 9.2 metres and holding steady around 9.1 metres, the locomotives were
 : returned to Rockhampton on Monday 10 January 2011.
 : Photo by Bruce Russell



: Big AC EMD's have given way to medium horsepower ALCo's on SCT's 2XG1 service from Port Augusta to Parkes. The SCT class are required for SBR's
 : Rankin Dam - Port Adelaide ore train and with only 15 in the class this has made locomotive allocation a little tight. 2XG1 only transfers 10 - 25 wagons
 : to Parkes thus the hire of GreenTrains 8026 and 442s2 is ideally suited and makes light work of this service. The two ALCo's are then hauled dead
 : attached on 7GP1 service to Port Augusta. The second such working is seen at Broken Hill on Monday 24 January 2011.
 : Photo by Bernie Baker



• Due to flood damage north of Mitiamo, scenes like this are unlikely to be repeated in the near future. Here S313/T357/T333/Y145/T378 haul 9062 grain
 • from AWB Woorinen through Golden Square on Thursday 30 December 2010.
 • Photo by Stewart Anderson

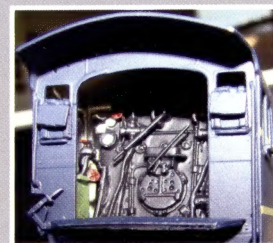
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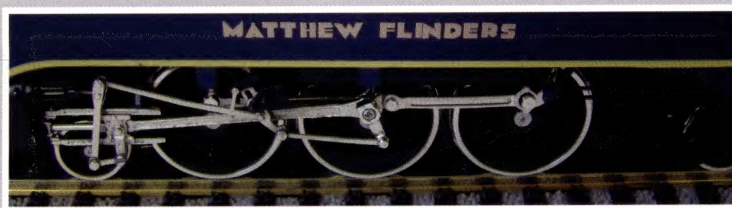
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Train of Knowledge



- Having cleared the points at Ballarat East, B65 opens up ready to assault the 1 in 50 grade of Warrenheip Bank, with the Train of Knowledge on Friday
- 25 March 1988.
- Photo by Stewart Anderson

Introduction

The Train of Knowledge had its beginnings in March 1958 when a group of students from Macleod High School set off for a tour of the state. From then the train was part of Victorian Railways history until its withdrawal from service at the completion of the school year in 1989. The train consisted of six Sleeping cars, a Dining car, "Carey" shower car, "Melville" power car and a BPL car, the lecture car. At least four different itineraries were available; these included, South/West, North/West, North/East and Gippsland and provided up to ninety students and six teachers all the comforts of home.

By William Arkell

And so it was on Monday 22 July 1974, ninety students and six teachers from Keon Park Technical School began a week-long tour of northern Victoria. Departure from platform 5 at Spencer Street Station was at 9.40am with T400 up front hauling Melville, Avoca, 110 BPL, Sleeper no.9, Sleeper no.5, Sleeper no.8, Carey, Sleeper no.10, Sleeper no.7 and Sleeper no.6. Near North Melbourne we passed T348/T354 with the 8.28am Up Geelong P'ger. Walker railmotor 85RM was spotted at Werribee whilst at Corio we crossed B82 on the Up Warrnambool P'ger. At North Geelong we curved around towards C box and headed north to Ballarat. Lunch in two sittings was taken between North Geelong and Ballarat where we arrived just before 2.00pm. Here we boarded buses to visit Sovereign Hill and Montrose Cottage. Our train had been shunted into the siding at Eureka on the remains of the Buninyong line.

Next morning we moved off at 5.30am and passed the Melbourne-bound Vineland from Mildura in the yard at Ballarat whilst T408 and T384 stood awaiting their next turn of duty. Passing the Ballarat North workshops, K159 was being readied for service to shunt the yard whilst narrow gauge loco 14A sat atop a

flat wagon. T326 was overtaken at Talbot on a down goods whilst we were having breakfast. Maryborough was reached at 7.50am where T386 was on a northbound rake of GJF grain hoppers. We pulled into Castlemaine at 9.30am where we stood in the brisk cool air for twenty minutes waiting for our tour buses which took us on a tour of the town and nearby places of interest. Back on the train about midday for lunch, Castlemaine yard was bursting with trains. T392/T412 were on an Up goods, its consist a rake of loaded GY's, T323 on a short Down goods whilst T394 was on another Down goods consisting of empty GY's.

During lunch, one of the teachers got on the PA system and imparted some details of our train: "We have a T class engine hauling our train, it weighs 70 tons, it has 950 horsepower and burns two gallons of fuel every mile" Arrival at Bendigo was a bit before 1.00pm where H5 was noted in Loco and T324 was waiting to depart on a Down goods. Buses took us firstly to the Epsom Pottery and then to the Eucalyptus Distillery and Museum where two "dogbox" suburban cars 136M and 138M were sitting on the ground. The buses dropped us back in the heart of Bendigo around 4.00pm with instructions from our teachers "Be back at the station by 5.30pm". A few of us went

straight back to the station to watch the peak hour rush. B73 arrived from Melbourne about 4.20pm with the 1.40pm Swan Hill service and after detaching the leading BU car, T351 dropped on and departed for Swan Hill. During this time, 58RM arrived from Echuca, fuelled, picked up a C van and returned to the platform for its trek to Deniliquin. B68 then departed Loco and picked up three cars and a van from the car shed and docked them into the platform for the 5.25pm service to Melbourne as Y147 busily shunted the yard.

After dinner we inspected the carriage shed and Loco, J538 was quietly rusting away outside while T400 and Y149 were inside the roundhouse. Shortly after T324/Y159 pulled into the platform on a Up goods, the T class cut off and the Y class shunted the train into the yard. Soon after T392 arrived with another Up goods and the crews had some difficulty attaching T324 in the lead. Next B72 arrived on the evening service from Melbourne which included Buffet car "Taggerty" in its consist. We then retired to our sleeping car but were kept awake by the constant procession of goods trains arriving and departing, a far different scenario today.

Next morning saw us depart at 7.30am for Echuca, noting J558 and K174 busily shunting North Bendigo workshops. At Rochester, a burnt



• L1160 stands with the Train of Knowledge in the Receiving Sidings at Moe whilst the children partake in a tour of the Power Stations on their way to
 • east Gippsland. At Traralgon, the L will be exchanged for a T class loco for its journey beyond the end of the wires. Circa April 1983.
 • Photo by (Late) Dan Hallinan



• **Double heading on the Train of Knowledge was unusual but not rare. Here B 75 assists T382 with a westbound tour near Deer Park West junction on the evening of Monday 11 July 1983.**
 • **Photo by (Late) Dan Hallinan**

out workmen's van was parked in the siding while our arrival in Echuca was about 10.00am. Here buses took us to a tobacco farm near Gumbower which included a slide presentation (remember slides). After a picnic lunch at Torrumbarry Weir, we were taken back to Echuca for a cruise onboard a paddle steamer on the Murray River. A quick inspection was made of the wharf reconstruction project as we walked back to the station where Y138/Y120 were busy making up the evening goods to Bendigo. After dinner, we poked our noses into the old loco shed during which time the two Y class noted earlier departed for Bendigo.

Arriving back at the train, it was a surprise to find Y159 coupled up to our train, apparently T400 had been sent light engine from Echuca to Bendigo to run the Swan Hill service. It returned in time to lead us out of Echuca at 7.30am the next morning heading for Kyabram. At Tongala we crossed the school train from Kyabram with Walker railmotor 20RM towing three trailers, 62MT, 52MT and 58MT. At Kyabram Y167 was waiting in no.2 road with an Echuca bound goods while buses took us to a dairy farm for a tour. Back on the train by 11.30am, we set sail for Shepparton crossing a DERM and C van to Echuca at Merrigum. At Toolamba T400 ran around the train then crossed Y160 hauling the "Medical and Vision" test car. This carriage was formerly dining car "Wimmera" that had

been converted to a mobile doctor's surgery that toured the state performing periodical medical examinations on railway employees.

Shepparton was reached at 1.30pm and buses took us on a tour around the town and a visit was made to the Campbell's Soup factory. We were made to wear hairnets whilst in the factory and were given samples as we left – pea & ham and chicken noodle soup (yum!).

Back at the station Y171 was shunting the yard, while another Y was shunting the SPC sidings north of the station. At 4.40pm T371 arrived with the up Tocumwal Pass, hauling an AS, BS and CE van. After tea we watched Y171 shunting and at 7.30pm, T401/Y136 arrived with an up goods from Numurkah and after a quick shunt headed off towards Seymour. T375 arrived at 8.45pm on the down Numurkah service, the consist being BE ABU AS BE CW CW with the rear CW van being detached. Next morning we toured the Radio Australia installation north of the city, arriving back at the station a bit after 11.00am. Departure for home was made at 11.20am. At Mooroopna we went into No 2 road to cross the 8.35am down Tocumwal service with T321 hauling an AS, BE and CE. Not long after leaving, we made our way down to "Avoca" for our final meal together. At Seymour Loco Y117 and B63 were noted and we made a short stop at the platform before the final lap home. T358 was shunting in the yard at Tallarook on a up

goods. A slow run in from Broadmeadows saw us pull into Platform 2 at Spencer street at 3.10pm – 20 minutes late where buses whisked us back to school where our parents were waiting for us. The cost for our week-long tour being \$46 which covered all meals and transport – was money well spent for a budding railfan!

Postscript

With its last run made at the end of the 1989 school year, most of the cars were placed in storage at Newport Workshops by January 1990 thence shortly after the cars were placed with the various preservation societies.

The Train of Knowledge was threatened with withdrawal during the mid 1980's but due to pressure from the Education Department and the schools themselves the train was overhauled and returned to service repainted in a cherry red colour and the sleeping cars regaining their original names.

Also around this time the BPL car was replaced by the former Buffet car "Moorabool" which had been stripped out for use as a mobile classroom.

The train was usually staffed by six dining car staff, an electrician, the guard and two enginemen who all used No. 6 Sleeper as their accommodation and this car usually trailed in one direction as it is believed it was the only sleeping car fitted with tail signals.



- : X31 prepares to depart southbound from Swan Hill in late 1989 after the children had visited the Pioneer Museum. Of note the train would have been
- : stabled overnight on the Swan Hill Wharf branch, little remains of that these days!
- : Photo by (Late) Dan Hallinan



- : T412 stands in the platform at Maffra with a Bairnsdale bound tour. Tour train Driver Bill Steedman keeps a close eye on things while waiting for the
- : return of the children. Circa October 1983.
- : Photo by (Late) Dan Hallinan



- On a dreary old day T404 stands at Maroona after exchanging staves prior to resuming its journey.
- Circa February 1984.
- Photo by (Late) Dan Hallinan



- X31 curves past the loco depot at Ararat on its way to Bendigo, via Maryborough and Castlemaine on Tuesday 21 November 1989.
- Photo by William Arkell



- Hauling what is believed to be the final run of the Train of Knowledge, X41 powers up the grade towards Sandown Park on Friday 1 December 1989
- after returning from a tour of Gippsland.
- Photo by Stewart Anderson



- Power car Melville brings up the rear of a Gippsland bound tour believed to be the last, hauled by X35 as it passes through Oakleigh in Melbourne's
- south east on Monday 27 November 1989.
- Photo by Chris Elliott

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CFCLA has restructured its Rail JV and associated debt facilities in 2008 and recently announced Marubeni Corporation (45%) and Marubeni Australia (4%) participation in a 49% equity investment in the CFCLA Rail JV. The Marubeni Group is a diversified Japan based global trader and industrial investor, with assets of over US\$41 billion and a presence in over 65 countries. In 2010, Marubeni celebrates 50 years in Australia. Marubeni bring to the Rail JV expertise in rolling stock leasing in the US and rail turn key solutions in many countries around the world.

CFCLA and Marubeni under the Rail JV look forward to expanding its investment in the Australian rail industry.

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Images courtesy of Peter Neve



Item No	Description
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TDDT-2: B	T4912 & T4920 Indian Red with Low Black Band - Manual Doors.
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NDFF Ballast Hopper

Class:	NDFF	Owner:	RAILCORP & ARTC
Type:	Ballast Hopper (36m3)	Build Date:	1991, 1993-1994, 1996-1997, 2001-2003
Number in Class:	145	Modified Date:	N/A
Number Series:	2975-2989, 2201-2230, 2231-2280, 3001-3050	Length:	11.86m
Previous Class:	N/A (Built New)	Tare:	19.8t
Bogies Type:	Class D, 50t CQC	Gross:	76.0t

History

SRA drawing 17FF(p) shows a proposed 11m ballast wagon from July 1985. Interestingly, the drawing is split showing a comparison between a curved sided hopper and a flat sided hopper, both with different discharge door designs.

In 1991, it became evident that the curved sided hopper with 4 main discharge chutes was the preferred design, as Electric Power Transmission (EPT) manufactured 15 NDFF ballast hoppers for the State Rail Authority (SRA) of NSW. This small batch of wagons, numbered 02975-02989 was so successful, that the design has been repeated in three additional build programs between 1993 and 2003. The group of wagons from each different build program is referred to as Series 1, 2, 3 and 4.

In 1993, EPT/ABB constructed 30 new 'Series 2' NDFF hoppers numbered 2201-2230. At this stage, the SRA was known as Freight Rail, who operated freight and infrastructure trains generally within NSW.

The 'Series 3' wagons were built soon after, with 50 NDFF wagons being built from mid 1996 to mid 1997. These wagons, numbering 2231-2280, were built by Adtranz, a 50/50 partnership between ABB and Daimler-Benz. By the time of delivery, Railway Services Authority (RSA) had been formed as a division of the state railways, responsible for rail infrastructure, including maintenance, and as such, the wagons were branded for RSA.

RSA was renamed to Rail Infrastructure Corporation (RIC), and in 2001 an order was placed for 25 NDFF wagons, to be built at their Goulburn Workshops. The order was increased by another 25 wagons, making a total build of 50 Series 4 hoppers, numbered 3001-3050.

By 2003, RIC had in impressive fleet of 145 NDFF pneumatic discharge ballast hoppers to maintain the NSW state network. In September 2004, 44 of these hoppers were transferred to ARTC, to correspond with the lease of the NSW Interstate and Hunter Valley rail assets. Interestingly, no 'Series 4' wagons were transferred to ARTC.

Every NDFF built has been for the NSW state owned railways, although the name has changed frequently.

Description:

The NDFF wagon is a curved sided hopper, which is only 2900mm tall. This height restriction is due to loading facilities (especially Bombo Quarry) not having an adjustable loading chute. The hopper has four sets of discharge gates. Each gate has an opening to either the outside or inside of the rail.

The operation of the discharge doors is controlled by pneumatics. Main reservoir air supply is provided by the locomotive, and the discharge doors are opened from within a 'cage' on each end of the wagon. In each cage in each corner is a set of toggle controls. These controls allow the operator to discharge ballast on the left or right of the track, or between the rails. When in transit, an isolating switch can be key locked to avoid tampering with the wagon. Also, if the discharge air supply drops below 425kpa, the doors automatically close as a failsafe.

The NDFF wagons are fitted with CQC 50t type bogies. These are very similar to the bogies fitted under previous NSW ballast hoppers and are likely to have been recycled when old ballast wagons were scrapped. The CQC bogie is identical to a 2CG/XG type bogie with the exception of having a centre pull lever rather than a standard bogie exchange diagonal pull lever. The centre pull lever and pull rod location is required to clear the discharge doors.

The wagons are fitted with reasonably modern air brake equipment including a VTA load sensor valve, and a WF5 triple valve and combined reservoir unit.

For quite a small class of wagons, they have carried a lot of colour schemes. Every series of wagon builds has seen a new livery. A common theme of a large diagonal stripe has been kept across every paint scheme. Series 1 wagons were painted SRA brown with a yellow stripe and an 'L7' logo. Series 2 wagons were

painted Freight Rail blue with a yellow stripe and a Freight Rail Quarries logo. Series 3 wagons were painted RSA green with a white diagonal stripe, thin red diagonal line and the RSA circle shaped logo. Series 4 Wagons were painted RIC orange with a light grey diagonal stripe and thin black lines separating the orange and grey. The RIC logo was fitted across the width of the grey stripe.

There are also some paint schemes that have been applied while the wagons have been in service. One of the most noticeable changes was the application of the RSA logo (both the MK1 and MK2 logo) on older liveried hoppers. Some hoppers were also fully repainted into the MK2 RSA livery of teal green with a white stripe, and often no red diagonal line.

During the early to mid 2000s, RIC/ Railcorp repainted their entire ballast fleet orange and grey, with most of the fleet now fitted with Railcorp logos. To date, ARTC have not repainted any NDFF ballast hoppers.

Operations:

The NDFF ballast hoppers have travelled around NSW and into Victoria and Queensland. Currently the Railcorp wagons (total of 101) rarely venture outside of Railcorp territory, although they are sometimes found in the Hunter Valley and on short term lease to ARTC. ARTC have their rakes allocated as a North and South rake (22 hoppers per rake), although they can move around and regularly work in Victoria between Melbourne and Albury.

Commonly found with the NDFF wagons are a pair of ballast ploughs – one on each end of the train. Railcorp currently use NZBF and NDOF ploughs, and ARTC use NZBF and NDPF ploughs.

The majority of ballast for Railcorp comes from Bombo Quarry, although if required, ballast can be sourced from other locations such as Martin's Creek. ARTC have a tendency to load ballast near where the track maintenance will be carried out. Common loading locations include Martin's Creek, Marulan, Namoon, Talbragar and Culcairn.

Text and Images by Chris Jones



: NDFF 2211P in original Freight Rail blue and yellow Goulburn. 19 May 2010.



: Series 3 NDFF 2257J repainted into RIC orange and grey at Carrington. 9 January 2006.



: NDFF 2278L in original RSA green and white at Broadmeadow. 20 August 2004.



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KAL FREIGHT

ARG'S 025/426

THE LAST OF THE GENERAL FREIGHTS



: Rolling into West Kalgoorlie yard at the end of its journey L263/L267/L262 work 6025 Freight on Saturday 21 March 1992. The leading vehicles are
: ballast hoppers which subsequently departed later that day for reloading.
: Photo by Stewart Anderson

By Simon Barber and Rod Milne



: Rounding the curve near the Perth suburb of Stratton L254/L268/L269/L263 haul 7025 Freight eastwards on Saturday 28 March 1992. Of note is the
 : superphosphate loading on the front of the train now no longer carried by rail.
 : Photo by Stewart Anderson

INTRODUCTION

For many rail enthusiasts, the "Kal freight" has been a regular sighting for many years, this standard gauge Kalgoorlie focussed train having run since 1970. In 2010, the city of Kalgoorlie celebrated 40 years of standard gauge rail access, with use by this transport mode still going strong four decades later.

Traditionally an overnight run, due out of Kalgoorlie and Forrestfield in the late afternoon early evening (and arriving at the respective terminus in the early morning), this train continues to be a magnificent example of that once great Australian rail tradition; the general freight train containing mixed loading. Most freight today runs in single commodity or containerised "block" loads, so that trains running with a variety of wagons and traffic are unique today.

Most WA train watchers have fond memories of this train, watching the "7 o'clock train" go past at Woodbridge Junction being a pleasant ritual for the children of Hazelmere after dinner. During this time, the impressive train has continued to enthrall, from the days of the Ls dominating to the period of Q dominance and the current time when a variety of locos haul the train.

The mixed consist freight train has become a rarity in Australia, as rail companies have concentrated their focus on mineral and to a lesser extent bulk and containerised loading. The rail operators have increasingly shifted

their focus to mineral traffic as their dominant focus, and it is perhaps ironic that the mining sector sustains a daily general freighter run. In Western Australia, the final example of a traditional mixed freight is the overnight train service run by the Australian Railroad Group which links Perth and Kalgoorlie. Although freight trains are scheduled between Perth and Koolyanobbing and Malcolm, and Esperance to Leonora, these exist basically to convey minor bulk and containerised loading for a small number of clients.

Queensland Rail also ran a general freight train for many years on the Mount Isa line but in 2009, 6M54 Mount Isa freight was altered so that QLINK and general container business was transferred to road transport. In one move, a significant amount of freight was shifted to the road sector, though industrial products destined for the mining industry were retained on the train. With the demise of this service, the "Kal freight" is now the last general mixed loading train. The Darwin freight trains (AD1/DA2) are predominantly container trains, though there is some inclusion within that general content of Shell fuel tankers, steel and Army loading. However as a general daily regional freight operation, the "Kal freight" is fairly unique.

This article looks at what is conveyed by these Perth to Kalgoorlie freighters, which are numbered 025 (to Kalgoorlie) and 426 (from Kalgoorlie) in the ARG timetable.

TRAIN OPERATIONS

Freight workings between Perth and Kalgoorlie are scheduled every day. They run between the ARG yards at Forrestfield and West Kalgoorlie. Departures of _025 out of Forrestfield are tabled for 1850hrs on weekdays, and 1800hrs on weekends, while _426 is due out of West Kalgoorlie at 1900hrs each day. Sunday night workings out of Forrestfield can be combined with _029 freight (for Malcolm), and _073 (for Koolyanobbing). When _073 is attached to the _025 service, it is shunted off at West Merredin. Following the merging with QR, some variation occurs on weekends, with the train generally being a six day a week service. In past years, the Sunday afternoon departure from each origin point was a good one, more often than not accomplished in the hours of daylight.

Single person crewing is employed, with a crew change occurring each night at West Merredin. Apart from when _073 is detached at West Merredin, no shunting is undertaken during the journey.

Locomotives used on the services can be any from the ARG standard gauge fleet – Q, AC, L/LZ/LQ classes can all lead due to their approval as driver-only (DOO) units. ALZ3208, the sole member of its class, is often run on these trains, but only as a remote unit. However, occasional failures of other locomotives en route have seen ALZ3208

shifted to the lead of the train. (Note: ALZ2308 was stored at Forrestfield during part of 2010, but has since re-entered service.) For a while, 422/22 class locomotives also saw use as secondary motive power in the train. Most services today are worked by triple multiples, with the LZs commonly used in the "shafts", though in the late 1990s, the train was mostly hauled by a pair of Qs.

Recent rosterings at West Kalgoorlie include the following:-

Thursday 7 October 2010

Q4009/LZ3111/L3108 on 4025 freight

Friday 8 October 2010

Q4007/LZ3112/LZ3191 on 5025 freight

Monday 9 October 2010

AC4306/LZ3101/LZ3103 on 2426 freight

Tuesday 12 October 2010

Q 4013/Q4012/LZ3119 on 2025 freight

The train lengths of _025 and _426 freighters are limited to a maximum of 1800 metres so the trains can be accommodated in the WestNet Rail crossing loops between Perth and Kalgoorlie. Should extra loading be on offer in either direction, it can be placed onto the _029/_430 Malcolm trains, and detached at either Forrestfield or West Kalgoorlie. Most _029/_430 services originally conveyed loading solely for the Anaconda nickel refinery at Murrin Murrin. Containers are transferred between rail and road at Malcolm, a siding on the Leonora branch.

TRAIN LOADINGS

Following is a list of commodities commonly conveyed on the 025 /426 freight services. Most are connected to mining activities in the Goldfields region around Kalgoorlie.

Petroleum products – loaded at the BP siding at Kewdale for fuel companies BP, Shell and Caltex. Carried in tank cars. Usually the fuel tankers are attached at the end of the train often numbering over dozen and shunted directly into the various fuel company depots at West Kalgoorlie.

Sodium cyanide – loaded at AGR in Kwinana.

Iso-tainers on dedicated flat wagons are used, with transfer to road vehicles at West Kalgoorlie.

Cement – in bulk wagons and containerised, loaded at Cockburn Cement, Soundcem.

Lime – also from Cockburn Cement, and tripped to the former Loongana Lime plant at Parkeston.

Ammonium nitrate – containerised, originates from CSBP, Kwinana.

Sulphuric acid – railed from the BHP Billiton nickel refinery at Hampton to West Kalgoorlie, then on 426 to Forrestfield, and hauled to Kwinana. The rake of acid tankers forms a significant component of the train and open wagon "spacers" are used to separate the fleet from the remainder of the train. When crosses occur, train controllers advise the drivers of opposing trains that the cross will be with an "acid" service and crossing speeds are altered accordingly.

Lead concentrate – a recent traffic for this service, which previously was railed to Esperance. Mined near Wiluna, and then transferred to rail at Leonora. Containerised.

Nickel – conveyed in containers, or as matte in bags. WGL class flat wagons are used to convey the bagged traffic, which is a quite distinctive loading unique to this particular train. This traffic is now commonly seen on _430 out of West Kalgoorlie.

Milling balls and rods – conveyed in open containers as distinctive loading, the milling balls and rods being used in the various mineral processing plants on the Goldfields

Quartz – containerised, though not known if this has continued following cessation of bulk quartz trains from Cairn Hill at the end of 2009.

The trains are also used to carry departmental loading between Forrestfield and West Kalgoorlie. Locomotive sand and wagon wheels can sometimes be observed. Wagon transfers can sometimes occur, such as iron ore wagons coming in to Perth for repair, or grain wagons being positioned for loading at silos on the Esperance branch. It is understood, however, that all the Esperance grain task has been undertaken by road during the past couple of years.

In times gone past, the Kal freight hauled significant quantities of other traffic. For many years, semi trailers were railed on this train but the traffic was lost when shunters



: A sparkling Q312 leads war-weary L257 as they approach West Kalgoorlie yard with 5025 Freight on Friday 9 June 1998.
: Photo by Scott Fitzgerald



: During the afternoon of Sunday 20 January 2008 LZ3111 works 1158 Freight from Kwinana to Forrestfield where the loading; sodium cyanide iso-
 : tainers from Australian Gold Reagents will be forwarded on 1025 Freight.
 : Photo by Simon Barber

at West Kalgoorlie did not prioritise the placement of these wagons so that semis could get on their way.

Until recently, the _426 service could be used for overflow SCT loading from the east, this rarely, if ever occurs now. Van loading for Saddleirs and Country Carriers has also dropped off the service.

(NOTE: On 1 January 2011, lead exports through the Port of Fremantle were suspended, pending a report on possible lead contamination.)

FEEDER SERVICES

A number of trains run out of the yards at Forrestfield and West Kalgoorlie, distributing loaded wagons, or returning empties to be loaded. Serving Forrestfield are –

158/171	Container traffic to and from Kwinana.
166/167	Acid loading to Kwinana.
194/197	Cement and lime loading at Cockburn Cement, Soundcem, and container traffic to North Quay, Fremantle.
196/195	Lead containers to North Quay.

Fuel tankers are loaded at the BP siding at the Kewdale freight terminal and a shunt train runs each day to place the empties and bring the loaded tankers back to Forrestfield for the night train. The Kal freight carries such a

variety of traffic that it spawns a plethora of shunt train services at each end of its run to forward on loading.

Much of the Kalgoorlie freight is loaded or unloaded in the vicinity of the West Kalgoorlie yard. However, lime is hauled over to Parkeston, where Cockburn Cement has taken over the Loongana Lime plant. The Parkeston shunt usually does two trips a day, the first around 0800hrs. taking the loading east and returning light engine. The afternoon trip goes out at 1600hrs. generally and brings back loading for the evening train to Perth. Both Qs and L/LQ type locos are used on the train, with the trip necessarily run in one direction long head leading. In one week in mid October, Q4007, Q4015, LZ3101, LZ3103 and LQ3121 were all used on the train, either the lead unit (or one of the secondary units) of the Kal freight being utilised.

Acid is loaded at the BHP Billiton refinery at Hampton south of Kalgoorlie on the Esperance line. Again, a separate shunt train deals with this traffic and runs out from West Kalgoorlie around 0830hrs returning with any traffic. In the mid afternoon, another run heads out to bring back the full fleet for incorporation in the train.

Lead containers are worked between West Kalgoorlie and Leonora mainly by the _478/_479 freight train services, with a dedicated service once weekly, and the flat wagons containing nickel matte were also once

hauled by rail from the Hampton smelter. But nowadays, the company road hauls to West Kalgoorlie yard where the bagged nickel matte is placed on rail.

ADDENDUM – A BRIEF HISTORY

The standard gauge project changed the face of east – west railway operations in Western Australia. The standard gauge link from Perth was opened in stages : Avon Yard, and later West Merredin, in 1966 and Koolyanobbing in 1967. On 3 August 1968, the Western Australian Government Railways standard gauge was officially joined to the Commonwealth Railways system at Kalgoorlie, completing the trans-continental link.

The first through standard gauge train from Port Pirie into Forrestfield arrived on 4 November 1968. The Kewdale freight terminal was partly opened to accept freight loading from this date. Then on 15 June 1969, the first standard gauge passenger train arrived into Perth.

Between 1968 and 1970, the intrastate freight task between Perth and Kalgoorlie was split between standard and narrow gauge. The Leonora and Esperance branches out of Kalgoorlie remained narrow gauge until conversion to standard gauge in 1974. A major change occurred from 5 October 1970, when all the Kalgoorlie traffic from Perth was switched to standard gauge. On this day, the Perth Goods yard was closed, and West Kalgoorlie yard opened. The East Northam to West



• Two tatty-looking L class, 3113/3116 lead G515 on hire from SCT Logistics as they lead 1025 Freight on Sunday 7 December 2008 seen here near Hazelmere.
• Photo by Murray Rowe

Merredin narrow gauge railway was closed, removal occurring immediately as the rail was required for upgrading the Esperance line. The narrow gauge Kalgoorlie passenger train was re-routed via Wyalkatchem, and remained the last scheduled narrow gauge train between Perth and Kalgoorlie until replacement by the standard gauge Prospector in 1971. There was a gantry crane at West Kalgoorlie for transshipping loads between standard and narrow gauge wagons.

Into the 1990s, a number of the Perth – Kalgoorlie services contained both intrastate and interstate loading in the train consists. Commonwealth Railways (later renamed Australian National) units shuttled interstate wagons between West Kalgoorlie and their yard at Parkeston. On 14 September 1994, National Rail Corporation took over the Kewdale freight terminal, and the intrastate and interstate tasks were split. However, as noted earlier, the Westrail / ARG freight services have, until recently, been used for overflow interstate loading from operators such as SCT.

The 1980 Westrail timetable listed the following standard gauge general freight train services in the Perth – Kalgoorlie corridor.

Forrestfield – Kalgoorlie.

1201 (3 per week)
1205 (5 per week)
1127 (3 per week)
1123 (5 per week) – to Koolyanobbing.
1121 (5 per week) – to West Merredin.

Kalgoorlie – Forrestfield.

1204 (4 per week)
1208 (7 per week)
1130 (6 per week) – from Koolyanobbing.
1126 (5 per week) – from West Merredin.

During 1984, a new numbering system was introduced, the first digit being the day of the week, followed by a 3 digit train code. The following trains were listed in the 1984 timetable.

Forrestfield – Kalgoorlie

021 (2 per week)
025 (5 per week)
029 (5 per week)

027 (5 per week)
073 (5 per week) – to Koolyanobbing / Southern Cross.

Kalgoorlie – Forrestfield

424 (5 per week)
428 (7 per week)
420 (2 per week)
470 (2 per week) – from Southern Cross.
474 (3 per week) – from Koolyanobbing.

REFERENCES

WAGR / Westrail Weekly Notices.
WAGR / Westrail Working Timetables.
Notes compiled by Jim Bisdee.



• Running hours late due to locomotive problems, L3116/ALZ3208/Q4011 haul 6426 freight near Tammin in the central wheatbelt on Saturday 14 November 2009.
• Photo by Simon Barber



: Blasting through Midland, L268/L253 lead two sisters and K206/K208 as they haul 1025 Freight on Sunday 9 January 1994. 1073 Freight's loading to be
 : detached at West Merredin for Koolyanobbing is leading the train.
 : Photo by Simon Barber



: About to roll under the Kalamunda road not far from its destination, Q4002/ALZ3208 haul 7426 Freight on Sunday 3 February 2008. Marshalled behind
 : the locos is the sulphuric acid rake enroute from Hampton to Kwinana.
 : Photo by Murray Rowe



: A late running 5426 Freight passes through the Perth suburb of Bellevue behind LZ3114/LZ3117/Q4010/L3108/ALZ3208 on Friday 2 May 2008.
 : Photo by Simon Barber



: Q4002/LZ3105 have just departed West Kalgoorlie yard for the overnight journey to Perth with 5426 Freight on Thursday 10 January 2008. The leading vehicles are conveying bagged nickel matte.
 : Photo by Simon Barber



: On Wednesday 6 October 2010 Q4007 works 4C71 Parkeston shunt through Kalgoorlie. On arrival at Parkeston the lime and cement wagons will be
 : placed into Cockburn Cement's terminal.
 : Photo by Rod Milne



: Approximately five km west of West Kalgoorlie yard is the locality of Kurrawang, here a late running 3025 Freight hauled by Q4016/LZ3117/L3116 pass
 : through the mallee scrub surrounding Kalgoorlie on Wednesday 5 January 2011. In this instance two wagons of departmental loading lead the train
 : including AZQY30373 conveying locomotive sand for Kalgoorlie and Esperance locomotive depots.
 : Photo by Phil Melling

Rail plays major waste role



8128 sits quietly on the Crisps Creek intermodal pad as the very first train to bring Sydney waste into the then Collex (now part of the Veolia empire) terminal is unloaded on 6 September 2004. From here the containers are road freighted to the former Woodlawn Mine 9km distant. Trains have long since expanded in size requiring three locomotives.

Veolia gears up for extra train and Tarago bioreactor celebrates six years

Story and photography by Leon Oberg



DL50/48160/8150 roar away from pretty Lake Bathurst village on 4 April 2009 with the empty 2122 Freight, consisting mainly of RQEQY two-packs.

don't end up with waste being stored at the Clyde loading point for three or four days for this would become quite odorous and unpleasant at that end," he said.

The Woodlawn bioreactor captures the harmful greenhouse methane gas produced from the refuse and uses it to generate electricity for homes and businesses via the NSW power grid through a deal struck with Energy Australia in late 2004. It also intends pelletizing some of the waste for horticulture and mining rehabilitation purposes.

* The 2919 tonne weight given is for a standard 891.9 metre train of 57 loaded NQHX type wagons as conveyed to the mine on 14 October 2010.

Postscript: Since writing this story, the author advises two waste trains a day have been working to Crisps Ck from Sydney several days a week. The second train which consists of a single 81-class usually passes Goulburn around 9am and reaches Tarago siding to allow the Down morning Canberra passenger to pass, and the departure of the earlier morning regular service at approximately noon. In addition, a G-class has been noted in the consist on at least one occasion during late December.

The author thanks wagon authority Ben Noakes for his assistance. Thanks also go to Peter Watts, Philip Clarke, ARTC and Veolia for their help in preparing this essay.

Indicative timetable

1221 Freight

Clyde yards dep	01:52
Yennora	02:07
Macarthur	02:30.
Moss Vale	04:18
Goulburn	05:33-05:38
Crisps Creek arr	06:31

2122 Freight

Crisps Creek dep	16:25
Goulburn	17:17-17:22
Moss Vale	18:32
Macarthur	19:50
Yennora	20:28
Clyde yards arr	20:44.



A road truck hauls a loaded Veolia container into the former Woodlawn copper, zinc and lead mine void on 9 October 2010. In theory, it should take some 60 years to fill its 27 million cubic meters with waste which means a guaranteed ongoing role for rail transport into nearby Crisps Creek, which through current State legislation, is the only allowable means of transport. In an effort to better gauge scale, it is 800 metres from the camera to the pit's far side!



: A typical NQHX vehicle No. 22155-G, running at the back of 2122 Freight near Turranna on 17 February 2010.



: Apart from the first couple of trains in September 2004, the use of single locomotives on Veolia's refuse trains has only occurred twice, once on 18 February 2010 when a second movement of the day was specially operated as 1223/2124 Freights to gauge what issues existed for planned permanent working. On that day, 8157 skirts the Mulwaree Ponds on Goulburn's southern outskirts at 1402hrs, Tarago-bound. The only other time a single train has run was Saturday 9 October 2010 when 8144 worked a special movement of 32 containers to demonstrate the company's unloading operations during a public open day, staged as part of its development application to accept more waste.



: With DL48/8005/DL50 throttles set at full power, a late-running 1221 Freight makes for an action-packed sight as they power away from Joppa Junction
 : on Australia Day, 2010. DLs were removed from this working just three days later.



: The author's most recent image of the train showing 8144/X51/8119 with a empty train consisting NQHX and NQIX vehicles nearing Joppa Junction
 : beneath a leaden sky on 11 October 2010.

The Victorian T-Class Diesel-Electric Locomotive.

The back bone & Branchline locomotive of Victorian Railways.

by

POWERLINE

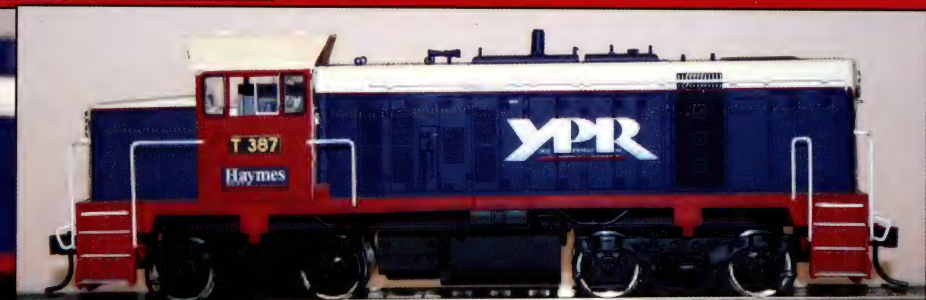
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T386 in V/Line, T358 in VR, H1 in Freight Australia, H2 in V/Line and H3 in VR also available

81 class

Vital Statistics	
No in Class.....	8101 – 8184
Length	21m
Width.....	2.924m
Height	4.257m
Weight	128 tonne
Built by Clyde Eng	1982 – 1991
Fuel Oil.....	6,600 litres
Lubricating Oil.....	920 litres
Cooling Water	1041 litres
Maximum Speed	115 kmh
Engine	EMD 16/645E3B (turbo charged)
Rated Power	2500 kW
Cylinders.....	16
Engine Speed	235rpm (low idle) – 904rpm
Alternator	AR16
Traction Motors.....	6 x D77B
Gear ratio	61:16

At the time the 81 class was the largest single locomotive order ever placed with an Australian locomotive builder. This order followed the success of the rebuilt 42220 and trials with ANR's AL class. Eighty would be ordered with a further four being constructed five years later (supposedly there were enough components left over from the original build to construct 8181 – 8184). Eventually Pacific National would have the entire class on their books, however the Rural and Bulk division of PN would operate them on all manner of trains, although they may be seen as trailing units on Intermodal services. At the time of writing only one 81 class has been set aside – 8147, following a level crossing accident and fire at Back Creek in Central NSW in 2007. Progressively the entire class is being painted in PN's blue and yellow paint scheme.



Southern Shorthaul Railroad

Southern Shorthaul Railroad Pty Ltd (SSR) was established in December 2003 when the remains of Great Northern Rail Services were purchased from CFCL Australia Pty Ltd.

SSR is an accredited rail operator in NSW and Victoria for operating freight trains and performing rollingstock maintenance. The organisation is privately owned by three shareholders.

For a number of years now SSR has been performing hook & pull services for RailCorp work trains (ballast cleaners, rail sets, sleeper trains, spoil trains, tracklaying and ballast trains) operating out of Chullora and Clyde in Sydney. These trains generally operate in the areas bounded by Muswellbrook, Grafton, Goulburn, Bathurst and Bomaderry (Nowra).

In 2004/2005, SSR established a number of regional container train services for Patrick PortLink which saw trains operated from Dubbo, Blayney, Narrabri and Moree to Port Botany, together with Griffith to the port of Melbourne. A shuttle train was also operated daily from Yennora in Sydney's west to Port Botany. On 2 July 2005, the operation of all of these services was handed over to Patrick PortLink and SSR with ten train crew members concentrated on the RailCorp hook & pull infrastructure work trains.

From its inception until 2007, SSR also operated a number of services in Melbourne, primarily provided pilot duties for Pacific National in the Melbourne ports area. SSR withdrew from regular Victorian services around this time due to a lack of profitable opportunities where the risk equalled the return.

In late April 2010, SSR commenced coal haulage services from Newstan to the Port Kembla Coal Terminal and Newstan to the NCIG terminal at Kooragang Island using a rake of 40 x CHBY hopper wagons on lease from CFCL Australia. SSR sees NSW coal haulage as its greatest opportunity for growth.

The SSR locomotive fleet currently consists of the following 19 locomotives:
3 x 3000HP G Class locomotives – G511 (on long term lease from CFCLA), G513 & G514 (both owned by SSR)
3 x 3000HP C Class locomotives – C502, C503 & C508 (all on long term lease from CFCLA)
2 x 2000HP 442 Class locomotives – 44204 & 44206 (both on long term lease from CFCLA)
1 x 2000HP FL Class locomotive – FL220 (on long term lease from CFCLA)

3 x 1800HP GM Class locomotives – GM10, GM22 & GM27 (all owned by SSR)
1 x 1800HP S Class locomotive – S317 (owned by SSR)
3 x 1500HP B Class locomotives – B61, B65 & B75 (all owned by SSR)
3 x 875HP KL Class locomotives – KL80, KL81 & KL82 (all on long term lease from CFCLA)

SSR's Bendigo Workshop is currently restoring locomotive B75 to active service. It is the intention to faithfully restore this locomotive to its former glory and to paint the unit in the Victorian blue & gold livery.

The workshop at Bendigo employs approximately 30 people and generally performs locomotive and wagon bogie overhauls, wagon refurbishments, locomotive component change outs and repaints. In 2011 the workshop will also build a number of brand new 40ft container wagons and two 3000HP DC-traction locomotives under licence.

SSR's train operations in NSW now employ 85 train crew and maintenance employees.

The year 2011 will also see SSR's hook & pull work expand, providing infrastructure trains for ARTC in rural NSW and Victoria.



- Rumbling through the hamlet of Wallendbeen near Cootamundra, S317/GM10 haul 1M42 empty railset to Chullora in Sydney on Wednesday 22
- December 2010.
- Photo by Laurie Anderson



- As the sun sinks in the west G511/G513/G514 stand on the arrival road at NCIG Kooragang Island at Newcastle on Thursday 16 September 2010 waiting
- to unload its load of coal from the Newstan Colliery.
- Photo by Ross Wall



: SSR loaded coal train NW454 approaches Warabrook on New Years Eve behind locomotives C502/44206/G514/G511 with the leading unit sporting its new
 : CFCLA colours. This service is nominally rostered for triple G class, but other locomotives are drafted in whenever one of the G class is unavailable.
 : Photo by Peter Attenborough



: As the rain tumbles down, B65/KL81/44204/S317/GM22 hauls 5M75 service to Singleton in the Hunter Valley through North Strathfield on Monday 15
 : November 2010. The train consisted of ballast cleaners and associated support vehicles.
 : Photo by John R Walker



- On a beautiful Riverina day, 4814/4716/T363/T381 rumble over Bullenbong Creek near Tootool on The Rock – Boree Creek branch whilst hauling 3M34
- Ballast on Thursday 18 November 2010.
- Photo by Graham Cotterall



- Grinding upgrade into Broadford in Victoria, FL220/44206/GM27/S317 haul 6M32 Ballast from Albury to Wallan on Saturday 6 November 2010. SSR was
- engaged by the ARTC to support remedial works undertaken in the Kilmore East area.
- Photo by Stewart Anderson



• Deep in the Ingalba Nature Reserve west of Temora, GM22/T381/GM27 haul 3M32 Ballast from Ardlethan to Cootamundra on Tuesday 21 December 2010.
• Photo by Steve Hall



INS AND OUTS

NEW LOCOMOTIVES

Australian Railroad Group

New order: AC4309-AC4314, model C44ACi

Pacific National

TT104 – built Downer EDI Cardiff – delivered 27/11/10

TT105 – built Downer EDI Cardiff – delivered 4/01/11

TT106 – built Downer EDI Cardiff – light engine trial 21/12/10

New order: TT107-TT119

Pacific National (QLD Narrow Gauge)

8314 – built by Downer EDI Rail, Maryborough – delivered 15/12/10

8315 – built by Downer EDI Rail, Maryborough – delivered 15/12/10

QR National (QLD narrow gauge)

3845 – built by Siemens Germany – delivered 15/12/10

QR National (NSW standard gauge)

5021 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered 14/12/10

5022 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered 16/12/10

5023 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered 23/12/10

5024 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered 5/01/11

Xstrata Coal (standard gauge)

XRN008 – built by UGL Rail Broadmeadow NSW
– light engine trial 22/11/10

XRN009 – built by UGL Rail Broadmeadow NSW
– light engine trial 02/12/10

XRN010 – built by UGL Rail Broadmeadow NSW
– light engine trial 21/12/10

LOCOMOTIVE REBUILDS/ CONVERSIONS

Australian Wheat Board

G533 – converted standard gauge to broad gauge – released 5/01/11

QR National (QLD narrow gauge)

3540 – final 3500 conversion to 3551 Class at Downer EDI Rail
Maryborough

- road numbered retained – released 29/09/10

3758 (ex-3221) – rebuilt by UGL Rail Broadmeadow NSW
– delivered 30/11/10

3760 (ex-3280) – rebuilt by UGL Rail Broadmeadow NSW
– delivered 17/12/10

LOCOMOTIVE REFURBISHMENTS/ OVERHAULS

CFCL Australia

B76 – ex Downer EDI, Newport – engine change – released 23/12/10

GL112 – ex overhaul Islington – 6/12/10 – transferred to CFCLA

Goulburn – repainted Freightliner livery – released 23/12/10

Genesee & Wyoming Australia

ALF19 – to Pt. Augusta for overhaul – 6/01/11

ALF20 – to Pt. Augusta for overhaul – 3/12/10

ALF23 – ex Pt. Augusta overhaul – released 14/12/10

ALF24 – to Pt. Augusta for overhaul – 31/10/10

GrainCorp Rail Operations

4864 renumbered GPU1 – ex Junee Railway Workshops – 6/01/11

4878 renumbered GPU2 – ex Junee Railway Workshops – 7/01/11

48111 – renumbered 48206 – ex Junee Railway Workshop
– repainted GrainCorp livery – released 24/12/10

48125 – renumbered 48211 – ex Junee Railway Workshop
– not fully repainted – released 10/6/10

Independent Railways of Australia

1438 – ex overhaul UGL, Chullora – released 23/12/10

Pacific National

8153 – ex Downer EDI Kelso – overhaul and repaint – 7/01/11

8169 – ex Downer EDI Kelso – overhaul and repaint – 19/11/10

AN2 – ex Pt. Augusta overhaul, not repainted – released late November

DL47 – ex Pt. Augusta overhaul, not repainted – released 4/12/10

Patrick PortLink

4503 – ex store Chullora to overhaul Downer EDI, Werris Creek

QR National (QLD narrow gauge)

2311 – Component Change Out RACS Redbank Qld
– commenced 16/12/10

2336 – Component Change Out RACS Redbank Qld
– commenced 7/12/10

2339D – Component Change Out RACS Redbank Qld
– released 15/11/10

2347 – Component Change Out RACS Redbank Qld
– commenced 9/11/10

2364D – Component Change Out RACS Redbank Qld
– released 2/12/10

Specialized Container Transport

T414 – ex repairs – released late 2010

LOCOMOTIVE MAJOR WORK

Pacific National

8103 – ex derailment repairs - repainted into PN blue & yellow livery
– released 23/11/10

TT02 – ex derailment repairs – ex Downer EDI Rail
– l/e test run 11/11/10 – released 30/11/10

TT03 – ex derailment repairs – ex Downer EDI Rail
– l/e test run 3/12/10 – released 6/12/10

QR National (QLD narrow gauge)

1763D – ex Redbank completion of fire damage repairs
(Redlynch, 22 June) – 26/11/10

2496H – ex Redbank completion of collision repairs
(sugar loader, Mackay, 11 August – 15/12/10)

LOCOMOTIVE REPAINTS

Australian Railroad Group

AB1504 – repainted into ARG livery – released 03/12/10

CFCL Australia

C502 – repainted CFCLA livery – Goulburn NSW – released 9/11/10

C503 – repainted SSR livery – Goulburn NSW released 18/1/11

Pacific National (standard gauge)

NR67 – repainted into PN 'stars' livery – released 7/12/10

NR106 – repainted into PN 'stars' livery – released 22/11/10

V/Line Passenger

N475 – repainted at Downer EDI, Newport – released 23/12/10

LOCOMOTIVE NAMED

BHP Billiton Iron Ore

Names allocated to 4356-4373 – not yet fitted

LOCOMOTIVE SALES/TRANSFERS WITHDRAWALS/DISPOSALS

CFCL Australia

EL52 – leased to PN Northern Coal – mid December

EL55 – leased to PN Northern Coal – mid December

EL62 – leased to PN Northern Coal – mid December

EL64 – leased to PN Northern Coal – mid December

Coote Industrial Rail / Greentrains

864 – transferred Bellevue, WA to NSW – arrived 24/11/10

1874 – transferred Bellevue, WA to NSW – arrived 24/11/10

3006 – HI [C636R] – scrapped Maddington, WA – w/e 24/12/10

3010 – HI [C636R] – scrapped Maddington, WA – w/e 24/12/10

3012 – HI [C636R] – scrapped Maddington, WA – w/e 24/12/10

3014 – HI [C636R] – scrapped Maddington, WA – w/e 24/12/10

3016 – HI [C636R] – scrapped Maddington, WA – w/e 24/12/10

4031 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4032 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4035 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4036 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4037 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4039 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4040 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

4041 – HI [CE636R] – scrapped Maddington, WA – w/e 24/12/10

5506 – MNM [CM36-7M] – scrapped Maddington, WA – w/e 24/12/10

5511 – MNM [CM36-7M] – scrapped Maddington, WA – w/e 24/12/10

5512 – MNM [CM36-7M] – scrapped Maddington, WA – w/e 24/12/10

9413 – RRIA [M636] – scrapped Maddington, WA – w/e 24/12/10

9416 – RRIA [M636] – scrapped Maddington, WA – w/e 24/12/10

Pacific National (standard gauge)

8039 – transferred Perth to Adelaide – 06/11/10

8112 – transferred Adelaide to Kewdale, Perth – mid/11/10

8224 – transferred to Leigh Creek, SA coal – 05/11/10

8244 – transferred to Northern Coal from Leigh Creek, SA coal
– early November

8254 – transferred to Leigh Creek, SA coal – 03/01/11

QR National (QLD narrow gauge)

1503 – remains to Sims Metal for scrap – 29/11/10

1505 – remains to Sims Metal for scrap – 29/11/10

LOCOMOTIVES TO/FROM STORAGE

Australian Railroad Group

AD1520 – stored Forrestfield – December

AD1521 – stored Avon - December

ALZ3208 – ex stored Forrestfield – 29/11/10

GrainCorp Rail Operations

48124 – fire damage during overhaul – set aside

Pacific National

A73 – ex storage – 23/11/10

QR National (QLD narrow gauge)

1747D – stored Redbank 15/11/10

QR National (NSW standard gauge)

CLF3 – ex store Dynon – released 21/12/10

CLF4 – ex store Dynon – released early December

CLF7 – ex store Dynon – released 22/12/10

Updated: 18 January 2011, by Tony Burgess



• LZ3101 basks in the sun at Forrestfield WA on Tuesday 18 January 2011 after being moved out of the paint shop freshly painted in its new QRNational livery.
• Photo by Kieran Wright

New South Wales



• A number of CLP/CLF class have been reactivated by QRN after several 6000 class were redeployed to coal traffic. Here CLP12/CLF4 haul 3MB7 freight near Douglas Park on Wednesday 15 December 2010.
• Photo by Graham Cotterall

METROPOLITAN REPORT

Locos were being transferred from and to Melbourne on 5 November when 42202 was detached from 5MB7 (with LDP's 004 and 007) at Glenlee whilst the southbound 5BM7 with LDP's 001 and 009 attached 42107 at the same location. Also on this day 1721 for Kandos departed Clyde behind 8140/48122 and 4124/1423 from Morandoo to Clyde and return were worked by 8123/X45/X50. 42202 was attached to Brisbane bound 7MB7 (with LDP's 001 and 007) at Glenlee on 7 November. Also on this day M252 from Chullora was noted at Lavender Bay as KL80/ KL82/train/ B65/B61 whilst M244 (GM10/ GM22/ train/T363/ T381) was nearby at Artarmon. LDP002/LDP001/LDP007/42105 arrived at Glenlee working 2BM7 on 9 November with LDP001 being detached to work 4SM9 for Melbourne the following night. Also on 11 November B65 and B61 top and tailed M801/802 from Chullora to Hamilton in Newcastle and return whilst 4464 ran a trial run from Eveleigh to Waterfall and return with 4486. T280/281 from Yennora

to Botany and return on 15 November was worked by 4477/48s31 whilst 1511 Freight for Narrabri West departed Botany behind two class leaders GL101/RL301 whilst plenty of power was provided to haul M841 to Singleton (changing to 5M75 from Islington Jct) when the train departed Chullora behind B65/KL81/44204/S317/GM22. The train returned to Chullora 5 days later with the locos re-marshalled as 44204/GM22/S317/ KL81/B65.

On 16 November the impressive line-up of BL33/48138/4854/8125/X48 were at the head of 1423 freight from Clyde to Morandoo.

With the leading loco on trial, 5MB7 Freight arrived at Glenlee behind CLP12/9/13 on 26 November. CLP12 was replaced by X54 before the train continued to Brisbane. M341 for the Richmond branch departed Chullora that night as 4486/ 4827/4819/ train/44206/KL80/KL81/44204 whilst M352 from Riverstone arrived Chullora behind T381/ GM10/B61/B65.

Early the next morning another amazing combination of locos departed Chullora for the

Richmond branch when M343 and M361 were combined before heading out as 1440/1437/ train/train/ FL220/4204/ GM27/KL82. Then on 28 November M733 for the branch departed Chullora as KL80/KL81/GM27/GM10/train/ B65/B61 with the front 2 locos later being detached at Mulgrave to top and tail 4204 (with skidded wheels) back to Chullora at a maximum speed of 10kph that night. A work train travelled the Rozelle branch the following day when M152 departed Chullora as B65/ T381/train/T363/ B61. QRN ran additional Melbourne-Sydney services on 13 December with 1MS9 arriving Yennora behind G534/ G516 whilst the return 2SM9 departed for Melbourne that night behind CLF4/CLP12/ X53. 6000 Class locos made their presence felt on the Melbourne-Brisbane services during this week with 2MB7 passing through Sydney behind LDP005/ 6006 on 14 December and LDP008/6007 on 4MB7 two days later. CLP12 failed on Cowan Bank working 5BM7 with G516 on 17 December with the train then reversing back to Hawkesbury River where unfortunately one wagon was derailed.

Acacia Ridge bound 5MB7 (LDP009/6001) was stowed at Hornsby before the locos were detached to run to Hawkesbury River to assist 5BM7 up the hill. 5BM7 finally departed Glenlee for Melbourne at 2255hrs that night behind G534/CLP12/G516. 42202 ran D253 from Yennora to Hawkesbury River to retrieve the derailed wagon and haul it to Yennora the following day. X50/48140/X45 departed Enfield working 1535 for Moree on 9 January.

ILLAWARRA REPORT

4464/4486 ran 5L21 Cockatoo Run from Sydney to Robertson on both 14 and 18 November. In a blast from the past NW08 coal from Newstan arrived at Inner Harbour behind G513/C503/G514 on 14 November, with the return NW07 departing the next morning. That night no less than G513/C503/G514/G511 arrived working NW08 from Newstan but both C503 and G514 failed on the return NW07 on 16 November. 8162/L270/8145/8149 departed Inner Harbour working 9827 for Parkes on 17 November, with the train departing Cootamundra the next morning behind L270/8152/ 8162. EL53/EL51 was noted working Elouera-Inner Harbour coal services on 18 November. 8237/8117/ 8231/ C507/C509 arrived at Inner Harbour working BB78 from Baal Bone on 21 November.

On 2 December 3924 from Cootamundra arrived at Inner Harbour behind 8175/8152/ XR555 with 8152 being detached before

the return 9325 departed. The following day 9227/2928 limestone services were worked from and to Pt Kembla by NR82/8173/8134. PN was also making its presence felt at Inner Harbour in December with 9323grain empties for Cootamundra departing behind 8150/XR555 and 9827 grain empties for Parkes behind G528/48209/48100/48217 on 6 December.

SOUTHERN REPORT

44202 and RL309 unloaded ballast from 3M22/23 from Wyalong in the Bribbaree area on 10 November before the train returned to Stockinbingal as 3M24. After loading at Wyalong the next day they headed for Parkes on 12 November as 3M26/27 unloading in the Milvale area en-route. Also on this day G539 loaded 3136 for Enfield at Narrandera and ABA Coolamon with 8146 later being attached at Junee and X48 attaching in the lead at Cootamundra the next morning. G528/XR555 arrived at Cootamundra working 5MC9 from Melbourne early on 12 November, with the rear loco returning for another stint in NSW.

To re-commence a ballast programme RL309/S311 arrived at Wyalong working 3M20 from Parkes on 15 November. They unloaded ballast in the Caragabal area the next day as 3M22/23 before heading for Cootamundra as 3M24. Also on 15 November G539 worked 2232/33 and 2234/35 clinker services from Berrima to Maldon and return. G539 went in the opposite direction from Moss Vale the next

morning when it worked 2229/28 to Medway and return to Berrima Jct. Another ballast programme was about to start after T363/T381/KL82 arrived at Cootamundra as D357 from Chullora on 15 November. Due to KL82 failing at Campbelltown on the way it was replaced by 4716 by the time 3M33 departed for Mirrool the next morning. Due to late running the return 3M34 terminated at Cootamundra that evening before continuing for Boree Creek early on 17 November. After the rear loco was attached at Junee 3M31 headed out on the branch behind T381/T363/4716/4814. After unloading, the return 3M34 from Boree Creek stabled at Lockhart that evening before arriving back at Cootamundra (with 4814 being detached at Junee en-route) the next day. After 4716 was then replaced by KL82 3M34 empty ballast continued to Chullora.

After 8152 failed whilst working 8922 grain from Parkes to Inner Harbour with 8162 on 20 November 4PS6 for Chullora (NR21/ NR10/AN1) pushed the train from Jerrawa to Goulburn. 8922 was later amalgamated with 3520 empty grain from Cootamundra to Werris Creek (8109/8149) between Goulburn and Moss Vale, from where the two trains were separated to continue their journeys.

On 23 November S317/GM27 arrived at Cootamundra hauling 8M23 railset from Bathurst via Parkes. The train departed for Albury at 1500hrs that afternoon, later returning hauling 3M42 empty railset. This train continued to Bathurst via Parkes to reload the next day. S311/



Under threatening skies on Sunday 5 December 2010, 8037/602/RL301 work 1813 freight to the Narromine area as they ascend the Cullerin Range. Photo by Andrew Rosenbauer



• With the sun fast sinking in the west, XR555/4894/48138 haul 9323 empty grain to Ungarie into Moss Vale on Friday 10 December 2010.
• Photo by Steve Hall

RL309 recommenced their ballast workings from 24 November when they departed Wyalong as 3M42 to Stockinbingal that afternoon, unloading on the way to Parkes as 3M21 the next day. Stockinbingal was an interesting place to be around 1630hrs on that after 3M42 had arrived as also in attendance crossing were 8150/L270 on 9825 empty grain from Inner Harbour to Parkes and NR38/NR47/AN4 on 3YN2 Steelink. It is most unusual that six different loco classes would be at Stockinbingal at the same time.

S317 and GM22 were back at Cootamundra with a railset from Bathurst on 26 November. The train formed 3M41 to Albury that evening with the locos on this occasion forming 3M42 to Chullora the next afternoon.

8152 failed at Frampton working 3924 grain from Junee to Inner Harbour with 8162 on 27 November. 6AB6 from Melbourne (NR121/NR12) later pushed 3924 grain to Cootamundra where 8152 was replaced by 8101. XR555/8175 arrived at Cootamundra working 3926 grain from Temora that evening. The following morning 48138/4897/ XR555 ran L.E from Cootamundra to Temora from where they attached a rake of wagons then continued to Ardlethan to load 3924 grain for Inner Harbour

A diverted 3AS8 Indian Pacific was noted at Cootamundra West behind NR54/AN1 on 1 December with the return 4SA8 also running via Cootamundra West and Goobang Jct, with NR45/AN1. On 3 December. 5MC5 arrived

at Albury from Melbourne behind solo S300. After S302 and T386 were attached the rake of CGDY wagons continued to Goulburn for an FX exam. At 0800hrs the next morning S300/S302/T386/T385/EL54 departed Stockinbingal working 7CM5 grain to Melbourne. Earlier that morning VL351/VL356/602/8037 arrived at Goulburn at the head of 8114 Freight from Narromine with VL356 being detached before the train continued to Botany. Another railset arrived at Cootamundra from Bathurst on this day but due to washaways east of Parkes the load ran as 8358 running via the Harris Park-Merrylands Y link in Sydney behind GM22/S317. The train departed for Albury that afternoon. Also on 4 December 8926 grain from Parkes arrived at Goulburn behind L251/48209/48100/48217. Due to problems 8163 ran from Moss vale to assist the train to Inner Harbour with 8163 then returning to Moss Vale.

Early the following morning 8037/ 602/ RL301/VL351 arrived at Goulburn at the head of 1213 Freight from Botany, with VL351 then being detached to work 2942 Ore to Pt Kembla that night. After XR555/4894/48138 worked 3924 grain from Ardlethan to Cootamundra on 10 December they headed to Ungarie working 9323 empties the next morning. Two trains loaded in the Temora area on this day with XR555/8121/8172 loading 3924 grain at the Sub-Terminal and 48138/4894/48209/48216 loading 3926

grain at Brabham's.

1257 empty ballast from Chullora arrived at Marulan behind GM22/T381/GM27 on 20 December. After the train was loaded it continued to Cootamundra as 3M31 later that day. 3M31 headed for Ardlethan the next day and after reversing, the ballast was unloaded between there and Temora from 3M32 to Cootamundra. Also on 20 December G532/EL60 arrived at Junee working 9397 from Inner Harbour. After T386/T387 was attached the train continued to The Rock where the "big" locos were detached before the 2/T class locos loaded 9397/3998 at Kengol on the Boree Creek branch. After attaching the EL and G Class locos at The Rock the train departed for Inner Harbour, detaching T386 / T387 at Junee the next morning.

GM10/S317 arrived at Cootamundra hauling 3M41 railset from Bathurst via Parkes on 21 December. The train continued to Albury that afternoon before later returning as 3M42 that night. It must have seemed that SSR had taken over Cootamundra on 22 December with 3158 empty ballast departing at 0700hrs behind GM27/T381/GM22 and 1M42 empty railset departing 2 hours later behind S317/ GM10, with both trains heading for Chullora. In the opposite direction on that day 8/WGSY grain wagons departed Carrington as 4394 empty grain behind 44209/4836/4816 with 4814 being attached at Goulburn en-route

to Junee. To commence a ballast programme in the Goulburn area FL220/4204 arrived at Marulan from Chullora on 7 January.

The following day FL220/4204 worked 2M41/42 from Marulan to unload in the Towrang area before continuing to Goulburn area to reverse and return to Marulan for reloading.

WESTERN REPORT

On 4 November 8436 ore departed Narromine for Morandoo behind BL33/BL26/X52. Two days later 8834 grain from the Narromine direction arrived at Parkes behind L251/X36/X46. An interesting cross took place at Nevertire around 1650hrs on this day when 602/8037 working 4847 empty ore to Cobar (607 had been detached at Narromine) said hello to BL26/BL33 working 8438 ore from Hermidale to Morandoo. Also on this day 3M52 empty sleeper wagons departed Parkes for Bomen behind 8173/L270/8109.

EL Zorro took on an ARTC ballast programme in the west of the state from 9 November when 4836/4816 arrived at Orange via Parkes L.E and EL60 arrived L.E from Carrington via Ulan and Binnaway (to turn on the triangle). The next day EL60/4816/4836 departed Orange working 8M24 empty ballast to Wallerawang to load before returning to Bathurst. The train unloaded on the way to Blayney on 11 November before returning to Wallerawang to reload before heading back to Bathurst.

4836/4816/EL60 departed Bathurst working 8M25 for Dubbo via Parkes on 12 November, unloading between Molong and Manildra en-route. The train was reloaded at Talbragar the next morning as 8M21 before heading to Gilgandra. 4836 and 4816 unloaded the train in the Combara area in the push/pull mode on 15 November. After EL60



• Rounding a curve near Bargo on Saturday 13 November 2010, RL302/VL356 haul 8112 freight to Botany.
• Photo by Lee Baxter

was reattached, the train ran to Dubbo the next day to reverse and reload at Talbragar on the way back to Gilgandra. The train was unloaded in the Combara area on 18 November but on this occasion after the train was reloaded at Talbragar 8M28 ran to Parkes via Narromine. 8M20 was unloaded between Manildra and Molong on its way to Bathurst on 19 November with all 3 locos heading for Junee via Parkes the next day.

Enough traffic was offering in the Narromine area for QUBE Rail to start running a second service to the area by mid November. The second service normally runs between Botany and Agrigrain via Cootamundra as 1813/8114 whilst the original 1811/8112 now normally handles the loading at Tamlee

and Auscott's and continues to run via Lithgow. On 14 November 1813 Freight from Botany via Cootamundra detached wagons at Wyanga before arriving at Narromine behind 442s1/8049/ RL302 the next morning. After 8049 was detached the train continued to Auscott's to load. Also on this day 8037 was detached from 4847 empty ore at Narromine before 607/602 (both short end leading) continued to Cobar. That afternoon, Graincorp's 48216 combined with 48161 to work 8844 railset from Parkes to Bathurst. 17 November found 8037/8049 running L.E from Narromine to Auscott's to work 8112 Freight back to Narromine. After VL356/ RL302 had loaded 1813 Freight at Agrigrain it preceded to Narromine where the two trains swapped locos. 8037/8049 departed at 1430hrs working 8114 Freight to Botany via Cootamundra whilst 8112 Freight via Lithgow departed 45 minutes later. X51 and G539 loaded 8134 for Enfield in push/pull mode at Hermidale the next day. On 20 November 8833 for Narromine departed Parkes behind 48156/48136/X36/48161/48163 with the front 2 locos then attaching to 4835 for Cobar with BL's 26 and 33.

Early the next morning, a heavy and long 5NY3 Freight from Morandoo arrived at Goobang Jct behind NR87/AN4/AN8. After the rear two locos and the Cobar pipe traffic was detached from the 3104t and 1472m train, NR87 continued for Broken Hill solo. After problems developed with the loco west of Kaleentha 8108 was despatched from Broken Hill to assist. That afternoon 8838 grain departed Narromine for Parkes behind 48136/48156/48164/X46/ 48101.

On 22 November S317/GM22 arrived at Bathurst hauling an empty railset from Chullora.



• Working downgrade towards Jindalee, 44209/4816/4836/4814 hauls 4394 empty grain from Carrington to Junee on Wednesday 22 December 2010.
• Photo by Laurie Anderson



- Heavy rains in the Central West of New South Wales during the first week of December resulted in Parkes being isolated with line closures both east and south of Parkes. As a consequence the Sydney bound Indian Pacific could not complete its journey and was terminated at Parkes with the passengers completing their journey by bus. The train was cleaned and provisioned at Parkes for the westbound journey on Saturday night. Having spent the morning at Goobang Junction 8162/8173 were summoned to haul the train back into Parkes and are seen arriving at the station on Saturday 4 December 2010.
- Photo by Bernie Baker

After the wagons were loaded the train headed for Cootamundra as that evening.

The all Alco combination of 8037/8049/603/8044 arrived at Goobang Jct working 1813 Freight from Botany on 24 November, with 603 being detached before the train continued to Agrigrain.

With the GL Class loco leading in both directions 1861/8162 to and from Blayney were worked by GL104/4497/4458 on 29 November. On that afternoon 48153/L251 worked 8844 railset from Parkes to Bathurst and returned L.E Early on 30 November L270 (was attached at Talbragar)/48217/48100/48209 arrived at Parkes working 8928 grain from Coonamble. Later that day LS77 empty coal to Lidsdale (8218/BL28/ 8234) was noted being overtaken by 8050/8113 working Kandos bound 1721 empty cement from Clyde at Katoomba.

The washaways east of Parkes also caused 6AS8 Indian Pacific (NR25) to be terminated at Parkes on 4 December. At 1000hrs that morning NR25 hauled the cars back to Goobang Jct, with 8162/8173 hauling them back to the platform at Parkes four hours later to form 7SA8 (NR15) that night. Also on this day, RL309/S311 departed Parkes working 8M21 to Ivanhoe, unloading west of Condobolin en-route, with the train continuing to Broken Hill the next day. After loading at Condobolin the previous day 8926 grain departed Parkes for Inner Harbour behind L251/48209/48100/48217 on 4 December. Due to the previously mentioned washaways 8832 grain for Manildra departed Parkes via Narromine, Dubbo and Orange behind X46/48164/48156/4889/4892 on that day. After unloading at Manildra early the next morning the train formed 8831 empty grain to Trangie and Nevertire (running via Orange and

Dubbo) to reload. NR107/NR68/BL31/BL30 arrived at Goobang Jct at the head of 7YN2 Steel on 5 December, with the 2/BL's being replaced by NR61 for the run to Morandoo. Later that afternoon AN8/BL31/BL30 was attached to 5PS6 Freight (NR73/NR71) for the run to Chullora. Another load of grain for Manildra departed Parkes via Dubbo on this day with 4887/X36/48153/L270 doing the honours working 8832grain. Due to the line re-opening the train reversed at Peak Hill and returned to Parkes to form 8836 to Manildra that night via the normal direct route.

As there was still some ballasting to do in the area S311/RL309 departed Broken Hill hauling 41/AHWX ballast wagons and 3/AHHX plough vans as 8M22/ 23 to Darnick

and return to Ivanhoe on 6 December. The following morning 8M22/23 headed for Kiacatoo and return. Then on 8 December RL309/S311 departed Ivanhoe working 8M23 back to Broken Hill.

G514/G513 worked 6L63 Special Passenger from Sydney to Katoomba to form 6L65/66 to the Clarence balloon loop and return to Sydney on 12 December. Although it is most unusual for this service to run on a Sunday, 8164 Freight was noted departing Dubbo for Botany behind GL107/GL104/1428 on this day. 1837 Freight from Enfield arrived at Manildra behind 8119/X48/X36/ 8165 on 24 December with both X Class locos being detached before heading to Parkes on 8835 empty grain with X46/



- Powering away from Narromine on a dreary Saturday 18 December 2010, the multi-coloured lashup of S300/S302/44209 hauls 8558 grain from AWB Nyngan eastwards.
- Photo by Wayne Coleman



On Thursday 23 December 2010, KL82/KL81/KL80/FL220 haul 8M21 ballast over the undulating grades near Geurie, the KL's returning to their old stamping ground of Dubbo. The train was being operated by Southern Shorthaul Railroad.
Photo by Dave Oliver

L251 the next morning. BL27/4854/BL26 arrived at Narromine working 4835 empty ore from Morandoo on 15 December. 48101 ex 8855 from Parkes with 48136 and 4892) was attached to 4835 empty ore before it continued to Cobar with the 2/BL being detached at Nyngan to load 8823/8438 at Hermidale as a separate train.

SSR commenced an ARTC ballast programme after FL220/KL80/ KL81/KL82 arrived at Dubbo L.E from Chullora on 15 December. After attaching a loaded ballast rake the next day 8M22 unloaded in the Meranburn area between Manildra and Parkes. After reversing at Bumbery 8M21 returned to Dubbo. The train reloaded at Talbragar on 17 December before heading to Parkes via Orange. Four days later 8M20 Ballast departed Parkes for Wallerawang, unloading between Cookamidgera and Bumbery en-route.

442s5 arrived at Parkes hauling 3M42 empty railsets from Albury on 16 December. The train continued to Bathurst the next day as 8M40, with one loaded railset departing for Cootamundra that evening. A little later that morning 8835/36 grain from Parkes to Condobolin and return was worked by X48/ X46 whilst S317/GM10 worked 1801/8102 from Chullora to Bathurst and return.

On 17 December 4853 empty grain from Carrington via Werris Creek arrived AWB Nyngan behind 44209/S302/S300. The return 8458 departed around 1130hrs the next day and ran via Ulan. The Dubbo-Nyngan area was very busy and extremely interesting around 1445hrs that afternoon. The following trains were involved: KL82/KL81/KL80/FL220 were ready to depart Dubbo working 8M28 ballast to Parkes, 8101/4889/8131/ 8175/48138 was at Minore working 8533 grain from Parkes to Werris Creek, 8044/8049 were loading 1813 freight at Agrigrain, RL303/RL304/ RL301 were loading 8811 freight at Tamlee, X46/ L251 were loading 8833/34 grain at Trangie, 8127/8134 was loading 8821/8922 grain at Nevertire, 44209/ S302/S300 were loading 4853/8458 grain at AWB Nyngan whilst RL302/602/48s31 were at the CSA mine near Cobar loading 4847/8446 ore.

After RL305/8049 were replaced by 48s31/603 at Narromine that afternoon, 4847 empty ore departed for Cobar with this pair of locos and 872. Three days later 8044 departed Narromine L.E to Cobar to assist the return 8446 which departed at 0800hrs on 27 December. G532/EL60/T387/4836/ 4814 arrived at Bogan Gate working 3858 empty grain from Junee late on 28 December. After

the front two locos were detached the train continued to Yetheras and Tottenham to load before returning to Inner Harbour as 8956.

On 4 January 8821/22 test trains consisting of Manildra flour wagon MGFH01714 hauled by 8108/8172 ran from Manildra to Yarrabandai and return. It is thought the trial involved ride tests at different speeds? 602/48s31/ RL303 arrived at Cobar working 4847 empty ore from Newcastle the following day before returning east working 8446 ore that evening. Also on 5 January, 1835 empty grain from Enfield arrived at Parkes behind 8138/G539/L270/ 48140. Another 1835 arrived at Parkes, this time on 6 January with X52/8130/ G522 doing the honours. The front two locos loaded the train at Condobolin the next day with L251 being attached to the return 8134 grain for Enfield at Parkes that afternoon. L251 was being transferred to the Delec wheel-lathe at a maximum speed of 60 kph. To load concrete sleepers for the Parkes-Broken Hill line 48165/ 48156/G522/G539 departed Parkes hauling 37/empty wagons as 6M59 to Grafton that afternoon with the leading two locos being detached at Narromine for Cobar ore train duties. Early that morning a new class of loco arrived at Parkes when 9827 empty grain arrived behind 8179/GPU1



• On 23 November 2010, Xstrata Rail operated a special passenger service to the Bulga coal loader conveying guests on an inspection tour. Here GL112/XRN001/XRN002 are seen on the Bulga branch returning to Newcastle.
• Photo by Peter Cousins

(formerly 4878)/4892/8162. The following night GPU1 departed Parkes as the middle unit between 48208/48217/4886/4897 working 8827 empty grain to Gular. GPU1 was one of the six Mk11 48 Class units bought by Graincorp last year. As they are not equipped with A/C units or CountryNet radios they are "middle" units only.

NORTH-WESTERN REPORT

WC801/WS802 box coal services to load at Werris Creek were worked by RL305/8049 on 7 November whilst four days later RL305/RL304/48s33 did the honours on these trains. 48165 led X51/G522 working 1535 empty grain into Werris Creek from Enfield the following day. Plenty of power was provided when 5136 for Enfield departed Werris Creek behind 8050/ X51/G522/48165 that afternoon. After loading at Spring Ridge, 5930 grain to Nowra via Dubbo and Orange departed behind 8165/48158/48128/8132 on 18 November.

On 20 November WH922 coal from Gunnedah arrived at Werris Creek behind WH002/WH001, with TT101 being attached before the train departed for NCIG at Kooragang. The train was later banked from Willow Tree to Ardglen by 8207/ 8129/8133. WC801 arrived at Werris Creek behind RL306/442s1/ VL355 on 21 November with the rear loco being detached at assist GL101/ RL301 to work 5412 freight from Narrabri West back to Carrington. 1440/ GL107/1433 arrived at Narrabri West working 1565 freight from Cooks River on 22 November whilst one week later 2208/1443/1427 did the honours on this service. 48163/48162/48123/48119

departed Werris Creek working 5M31 ballast to Walcha Road on 23 November, unloading north of Kootingal. After 48163 failed it was detached at Walcha Road before the return 5M32 departed for Werris Creek. Also on 23 November BO103 to Boggabri arrived at Werris Creek behind 8227/8232/ 8208 with the rear loco (for bank engine duties) being replaced by 8207. The ECP braked trains were back to being 72 wagon consists when WH982 coal for NCIG departed Gunnedah behind WH002/WH003/ TT104 on 25 November, with the train later being banked from Willow tree to Ardglen by 8208/8111/8133.

Due to the Ulan line being closed 4847 empty ore to Cobar passed through Werris Creek late on 30 November behind 48s31/607/RL302. The following day 1565 freight from Cooks River arrived at Narrabri West behind 1445/4497/ 1428. On the night of 4 December BL27/ 48142/48123 arrived at Werris Creek working 4525 empty grain from Carrington. BL27's return to Newcastle was unusual when 5428 grain departed on 8 December behind 8151/8116/BL27 but due to some empty wagons on the train the bank locos (8208/8133/8129) assisted in the lead from Willow Tree to Ardglen. Not only is the sight of six 3000hp locos at the head of any train most unusual, so too is an 82 Class and a BL at the head of a grain service. 442s1/872/48s34/RL306 arrived at Werris Creek working WC801 from Kooragang on 12 December. Although a regular thing in the past it is now most unusual for grain services to load on the North Star and Weemelah branch lines on the same day with 14 December finding 48142/48123/4896 loading 4525 at Croppa Creek whilst 48160/48103/ 48128/48149 loaded 4523 at Weemelah.

WS802 departed Werris Creek for Kooragang behind 442s1/ 864/48s34/RL306 on 18 December the rear loco was detached at Murrurundi before returning to Werris Creek L.E to assist 5412 to Carrington that night with GL101/GL110. S300/ G521 arrived at AWB Bellata working 4553 from Carrington early on 20 December to stow for the Xmas break. Also on this day B65/B61/T363 arrived at Werris Creek L.E from Chullora. The following day they worked 5M21/22 ballast to Gunnedah and return, unloading in both directions. Then on 22 December they worked 5M24/25 ballast from Werris Creek to Ardglen



• Unusually marshalled 48165/X51/G522 haul 1535 empty grain from Enfield to Werris Creek and beyond seen here near Murulla on Friday 12 November 2010.
• Photo by Josh Rae



On a delightful spring day, 9203/9215/9206 hauls UL183 coal empties near Wollar enroute to Ulan on Saturday 13 November 2010.
Photo by Alan Holding

and return to reload before working 5M23/24 ballast to Premer and return the next morning, remarshalled as B65/T363/B61. The now empty train departed Werris Creek to Marulan late on 24 December before the locos returned to Chullora on Xmas day.

WC137 from Kooragang arrived Werris Creek on 4 January behind 8208/8248/8215/8217, with 8208 then being detached to return to bank engine duties.

The unusual combination of 8164/X47/X50/X45 arrived at West Tamworth working 1523 Freight from Enfield on 8 January. 5124 freight returned with the four locos in reverse order that evening with 8164 later being detached at Werris Creek.

NEWCASTLE & NORTH COAST REPORT

QRN coal were keeping the 6000 Class locos busy on 6 December with 5010/6005 working BW268 from Mt Arthur to Kooragang, 5002/6011 working JW960 from Wambo to NCIG, 5003/6012 working MR957 to Moolarben ex Kooragang and 5012/6002 working AH262 coal from Ashton's to Kooragang. After 8217 failed west of Minimbah whilst working JW150 coal from Wambo with 8242/G519/8245 the train reversed back to Whittingham to await the arrival of TT103 that afternoon.

This loco was placed on the rear of JW150 to push it through to Kooragang. Also that afternoon 8215/8223/8253/8234/8258 departed Stratford working SF70 coal to Inner Harbour, with the lead loco being detached at Pt Waratah en-route. Another set of Waratah cars was transferred from Carrington to Cardiff as 4428 in the push/pull mode by 48123 and 8182 on 15 November. Also on this day GL103 worked 6M21 from Carrington to Martins Crk to load ballast before heading to MacGen at Newdell Jct. Prior to 5M22 departing to unload in Camberwell Jct area in the push/pull mode GL111 had arrived light engine from Newcastle. GL103/ GL111 next worked 5M20 from Newdell Jct to Newcastle on 19 November with the now empty ballast rake being attached to 4581 from Carrington to Narrabri West the following day behind GL102/ GL103.

Xstrata Rail ran a passenger trip to the Bulga loader near Mt Thorley on 23 November. The RTM supplied the cars which arrived at Broadmeadow via Telarah to turn on the triangle behind 44211/4803 early that morning. As XRN Class locos are not accredited to run in RailCorp territory 6L63/64 to Bulga via Pt Waratah and return was worked by GL111/XRN002/ XRN001. On 25 November AS257 empty coal departed

Kooragang behind 48129/48143/ PL3/48137 but it didn't make it to Pelton. When it was realised that the return AS258 would not be back before the line was closed for re-railing at 0700hrs next morning the train was reversed at East Greta Jct to return to Kooragang with 48137 long end leading. C502 hauled Waratah set No.3 from Cardiff to Auburn as NL52 on 27 November. Earlier that morning 4621 for Grafton departed Morandoo behind BL27 plus the only PN small fuel tank equipped Mk11 48 Class loco still running on the mainline, 4854.

HV821 and HV823 from Kooragang to the Hunter Valley loader were worked by 872/RL304 on 3 December with 872/864 working HV821 the next morning. A loaded coal service was noted around 1800hrs at Hexham behind 5009/5006/5007/6002 on 6 December. Late that night NR73/ BL31/ BL30 arrived at Morandoo at the head of 1431 freight from Chullora with 8141 taking the 2/ BL's to Cardiff the next day. For further crew familiarisation Xstrata Rail sent XRN002/ XRN001/XRN006/ XRN005 as D491 from UGL Rail to Muswellbrook on this day. The lead 2 locos later returned as D492 whilst the other 2 ran to Ulan and return on both 9 and 10 December before returning to Newcastle the next day. 8 December was an interesting

day in Newcastle with WS822 departing Warkworth behind 442s1/RL306/ 872/864, 5422 from Werris Creek and the return 4525 in and out of Carrington being worked by 8180/ 48104/48140/ 48135, 4523 for Werris Creek departed Carrington behind 8141/8148/48160/48103, WH934 from Gunnedah arriving at NCIG behind WH002/ TT104/ WH003, 9008/9013/TT101 arriving at Kooragang working BC114 from Bulga and NW456 departing Newstan for NCIG behind C502/ 44206/44204/G511. Around 1035 on 12 December found QRN's Intermodal services crossing at East Maitland with 7MB7 heading north behind LDP004/LDP008/ LDP007 whilst Melbourne bound 7BM7 had LDP006/6006/ LDP005/ CLF4 on the point. CLF4 was later detached at Broadmeadow to assist CLP12, 42105 and X53 (all off 1451 from Yennora earlier that morning) to work the return 4152 that night.

The first revenue runs for 5020 Class locos were on 12 December when JW905 for Wambo departed NCIG behind 5004/5001/5022/5021. The combination's next job was HV923/924 to the Hunter Valley loader and return to NCIG and then BW119/120 to Mt Arthur and return to Kooragang the next day. Also on 13 December TT01 hauled around 40 NHPH wagons from the port to the MacGen sidings at Newdell Jct before returning light

engine. Prior to commencing normal service on Austar coal services EL64 and EL62 ran trials between Kooragang and Pt Waratah on 13 December. 48120/48134/48137/PL6 arrived at Kooragang working AS232 coal from Pelton on 15 December but the next working on the branch certainly was different. AS193 empty coal departed Pt Waratah at 1140hrs behind no less than EL55/EL52/EL64/EL62, this being the first time any diesel loco larger than a branchline type (such as 47, 48, 49 or 830 Class) had ever ventured past East Greta Jct. In a sign of times to come AS229 empty coal departed Pt Waratah behind EL55/EL52 the following day. Also on 17 December 8169/4898/48146 came to a stand on Whittingham bank working 5426 grain from Werris Creek, with X50/BL27 running L.E from Morandoo to assist the train to Carrington. 6012 ran L.E from Kooragang to Casino on 20 December, after making up a rake of 74/QHBH wagons the next day T470 departed for Carrington around 1140hrs on 22 December, this set of wagons forming QRN's unit 69. 5010 working WG966 from Wilpinjong with 6005 failed at Kerrabee with 5023 running light engine from Newcastle to assist the train to NCIG. By late December 6002/6004/6005/6006/6010/6011 and 6012 were all in HVEC coal service around Newcastle.

Also on 22 December QRN's unit 68 was transferred from NCIG to Carrington for

maintenance by 5024/ 6004/5023/6005. 1874 went for its first revenue run in Newcastle on this day when it combined with 864 to work HV821 from Kooragang to the Hunter Valley loader. 1874 was replaced by 48s33 for WH821 the next day whilst on 24 December 48s34 was added to the consist.

Xstrata Rail ran two coal services in late December. XRN003/XRN002/ XRN001 departed Kooragang working BC213 to Bulga at 1400hrs on 23 December. After unloading at Kooragang the three locos worked MO103 to Mt Owen early the next morning.

48s28 was noted "buried" in the siding at Denman on 23 December with an SQGY wagon in front of it with no auto-coupler at the Newcastle end. Also on this day EL62/EL64 departed Pt Waratah at 1440hrs working a late running AS149 to Pelton whilst only 20 minutes later EL52/EL55 departed Kooragang working AS201 empty coal.

On 28 December 6012 departed Broadmeadow L.E to Casino. After shunting a rake of QHBH coal hoppers, to form unit 70, together the next day 6012 departed on 30 December working T470 to Carrington. Also on this day 4523 empty grain departed Carrington for Werris Creek behind 48135/48139/48104/ 4887 with it being unusual for export grain services to run without at least 1x81 Class involved.



• Deep in the New England ranges, 48163/48162/48123/48119 works 5M31 ballast to Walcha Road seen here at Danglemah on Tuesday 23 November 2010.
• Photo by Scott Abberfield



- After loading at Merrywinebone the previous day with T387/4836, 5458 grain is seen here the following morning at Curlewis hauled by S300/S302/4836/
- T387/G521 on Saturday 8 January 2011.
- Photo by Paul Vanderstelt

Also on 31 December 5136 grain from Werris Creek to Enfield passed Maitland at 1045hrs behind X51/G539/G522/48140, whilst 8446 ore from Cobar arrived at Carrington behind RL305/602/48s31/872.

Working with 5006 on MR260 coal from Moolarben 5001 failed at Sandy Hollow on 2 January, with 6011/6012 running light engine from Kooragang to assist the train back to that location.

In an amazing co-incidence and as proof of their increasing presence in the area three QRN trains passed Victoria Street in a 4 minute period from 1832hrs on 6 January. The first to pass was AH239empty coal from NCIG to the Ashton's loader near Ravensworth behind 5012/6004. While the wagons were still passing on the coal road LDP006/CLF1/CLF4 came into view on the mainline working 4MB7 freight to Brisbane and as the last vehicle of that train was passing, 6012 appeared from the opposite direction hauling 16 new QHBH coal wagons from Landsdowne Eng to Carrington as T422. Earlier in the morning G513/5025 had arrived at UGL as D157 from Chullora before G513 later headed light engine to Carrington. After coupling to a new Centennial Coal, built in China, PTHH 2-pack coal wagon they departed for Newstan as 4458 and after loading returned to the Varley Eng siding at Carrington as 4457, for testing. It is thought the next 2 members of the 5020 Class, namely 5026 and 5027, are

being built at the UGL Rail's Broadmeadow plant. As a final note for the day RL303 (working with 48s31 and 602) failed whilst working 8446 ore from Cobar at Kerrabee. 872/1874 ran L.E from Kooragang the next morning to assist 8446 ore with the train passing Maitland at 2155hrs behind 602/48s31/1874/872/ RL303. There couldn't have been too much

wrong with RL303 as it led 48s31 and 602 working 4847 empty ore to Cobar from Broadmeadow late on 8 January.

With thanks to Don Allitt, Terry Armstrong, Alf Atkin, Wayne Coleman, Rick Coles, Peter Cousins, Ken Davis, Darrell Gainey, John Hourigan, Justin Moy, Dave Oliver, Dave Porter, Ted Rose & Ivar Sorrasson.



- EL55/EL52/EL64/EL62 approach the former East Greta Railway (SMR) station of East Greta (one of the surviving platforms on the Up still exists) on Wednesday 15 December. This was the first movement of
- ELs on the line and trains in recent times have consisted of light branchline type namely 48s and PLs.
- Track staff were still working on parts of the line just hours before this train left Maitland.
- Photo by Leon Oberg

Victoria



• With a thunderstorm approaching, N456 approaches Kyneton with 8043 Kyneton Pass on Thursday 18 November 2010.
• Photo by Graham Cotterall

NORTH WESTERN REPORT

On 10 November BL32/XR557/G524/H1 worked 9141 domestic grain empties to Murrayville through Melton at 2015hrs 10 November whilst XR557/XR553 loaded 9122 grain at Ouyen on 16 November.

S303/T357/T333/T378/B74 powered through Talbot at 0850hrs 19 November hauling 9162 grain from AWB Nullawil whilst A78/XR557/XR553 were noted working 9121 grain empties to Ouyen on 6 December.

A late running 9102 Merbein goods with XR557/X42 awaited terminal space at Appleton Dock when noted at Tottenham on 17 December.

On 27 December BL32/XR553 departed North Geelong with 9123 grain empties to Speed in the Mallee.

A one off hiring of S313 by El Zorro to cover the non-availability of S303 or B74 saw S313/T357/333/Y145/T378 depart AWB Woorinen with 9062 grain mid-afternoon on 30 December to Appleton Dock.

9062 grain left Swan Hill at 1335hrs on 2 January with B74/T378/T333/T357/ S303

and 40 wagons, three of the T class failing at Raywood momentarily causing a delay before the train continued on its way.

XR553/BL32 and 20 grain vehicles worked 9141 service through Melton crossing the up Ballarat Velocity at 2012 hrs on 6 January whilst earlier in the evening; XR550/XR554 on 9121 empty grain to Ultima was sighted through Bannockburn at 1834hrs.

Unprecedented heavy rain caused wide spread havoc over 13-15/01 with flood waters causing server damage to various rural lines in Victoria. By 0800hrs on the 17/01 The following Lines were closed to all traffic The Mildura line between Swanwater and Cope Cope. Dunolly to Inglewood and all lines North West of that location to Sea Lake and Robinvale. Mitiamo - Piangil. Rochester - Echuca

WESTERN REPORT

G521/S300 was sighted at the AWB loading facility at Dimboola on 19 November then a few days later on 22 November, it stalled on Stawell bank at 0630hrs on account of S300 not performing, the train was divided with

the first 21 vehicles taken to Great Western Loop then returned for the rest. 7714 grain with G521/S300 discharged its load of grain on 25 November at Geelong whilst the same train was seen again the following day leaving Dimboola at 0725hrs.

XR559/XR558 on 9786 grain was sighted through Tarranyurk just south of Jeparit on the Yaapeet line with 40/VHGFs at 2215hrs on 24 November.

G512/44202 made an unusual sight on 6AM2 goods at Gheringhap at 1005hrs on 27 November whilst on 7 December 8030 made its first visit to Victoria on 2AM2 goods when it arrived spliced between G515/G512. On 11 December 7MA2 goods powered west with G512/G515 hauling EL54/8030. Then on the 21 December, G515/G512 was sighted at Horsham picking up 20 wagons at 0845hrs. The unusual combination of G515/S311/44202 arrived Christmas Day from Adelaide hauling 6AM2 goods whilst on 28 December, G515/G512/44202 were sighted through Werribee at 1800hrs whilst hauling 3MA2 service.

5MA2 goods were sighted at Geelong with G515/G512/S311 on 31 December.

On 23 December G534/X53/LDP003/CLP9 arrived hauling 2PM1 goods from Adelaide whilst QRN returned a number of locos to Melbourne after the pre-Christmas rush when 7PM1 goods arrived with 6008/G534/CLP11/CLF1/CLF4 on 28 December.

44209/GM36 ran 9761 grain empties through Werribee at 1715hrs on 29 December with the train arriving at Portland on 30 December after loading at AWB Dimboola. They again departed Dimboola at 0835hrs on 31 December, but trouble with the 442 occurred up Armstrong bank at 1035hrs totally shutting down. The train eventually made it over Armstrong bank in two sections and was stabled at the next available siding believed to be Maroona, the engines running light engine to Melbourne for repairs.

XR558/XR559 was sighted in Portland on the 31 December departing at 1535hrs after discharging a load of barley from Warracknabeal. They were then sighted in Portland with export wheat from Beulah on the 4 January 2011. On this day the El Zorro mineral sands service and the Elzorro wheat service were found in Portland. Locos included, were G535, T386, 44209, GM36 and C501. Normality returned by 6 January when Elzorro returned to Portland with G535/44209/T386 and XR558/XR559 departing Portland at 2015hrs that day. XR558/XR559 returned again on the 8 January.

El Zorro's 7761 service was sighted arriving at Dimboola at 2120hrs with 44209/G535 on 6 January. This service was sighted through Horsham heading to Portland at 1035hrs on the 7 January with G535 leading 44209, but again, the Jumbo failed by shutting down. This time at Stawell between 1140-1150 arriving at Portland by 1600 hrs that day.

The Down ELZ grain was sighted through Horsham at 0900hrs 8 January heading for Dimboola as G535/44209/T386 as insurance for the return journey. They were sighted again through Stawell at 1520hrs that day as G535/T386/44209 heading for Portland. It departed ex Portland at 1530hrs on 9 January with 44209/T386/G535. They were sighted several days later at Stawell in the heavy rain at 1115hrs on 11 January. They returned quickly arriving back into Dimboola at 0635hrs on 12 January.

NORTH EASTERN REPORT

The Wodonga bypass Bridge still being blocked by debris during November with NR29/NR83 being utilized on a wagon recovery train on 11 November.

442s5 working 6M41 railset arrived Tottenham at 0625hrs on 17 December prior to reversing and departing for Seymour. It also worked a rail train from Albury to Wodonga Loop at 1000hrs returning empty 1400hrs on 23 November.

The El Zorro Broad Gauge 9361 Tocumwal service was sighted with S303/

T341/320/B74 at Craigieburn at 2100hrs on 26 November. They returned working 9362 grain service attaching T357/T378 at Seymour at 1050hrs on 28 November enroute to the Geelong Grain Loop via Gheringhap.

S300/S302/T386/T385/EL54 lead 7CM5 train from Stockinbingal in Southern NSW to Melbourne passing through Donnybrook as the sun set on Saturday 4 December

A late running 7BM7 QRN service was seen at Donnybrook at 1832hrs lead by G516/LDP003/LDP005 on Monday 6 December.

An interesting late afternoon sighting on the 10 December at McIntyre Loop revealed S302/S300 on an up empty rail train at 1550hrs. At the same location on the 14 December at 1900hrs was CLP12/CLF4 on 3MB7 QRN service to Brisbane. Whilst five minutes later on the Broad gauge track was G525/X49 with 9305 Down Tocumwal goods.

A late running 5BM7 gds from Brisbane on 18 December roared up Tallarook Bank around 0925hrs hauled by G534/CLP12/G516.

The Apex quarry train was sighted through Craigieburn with X37/X39 at 1845 hrs on 21 December.

MC2 service to Griffith still provides interesting lash ups including this sighting on the 22 December at 2000hrs which had G536/DL43/DL47 leading through McIntyre Loop.

The Seymour Rail Heritage Centre ran a New Years Eve party train with B74/S303 to Melbourne and return sighted at Donnybrook



• Powering away from Donnybrook as the sun is about to set, S300/S302/T386/T385/EL54 haul 7CM5 grain from AWB Stockinbingal to Appleton Dock on Saturday 4 December 2010.
• Photo by Jon Clark

heading south at 2030hrs 31 December. It was delayed enroute with a Sprinter service that became defective.

G536/DL40 was sighted on 3MC2 goods through Tottenham on 4 January. Also sighted that night was LDP009/ LDP007CLP11 on 3MB7 service through McIntyre Loop at 1910hrs. The following night revealed LDP006/CLF4/CLF1/G534 on 4MB7 QRN service at 2025hrs and 4MC2 goods departed with G542/DL43/NR73 running very late at 2120hrs.

On 13 January DL48 on 4CM3 goods failed near Chiltern in the early hours, the train continued to Seymour where NR100/ NR31 were attached to assist the train into Melbourne arriving at Appleton Dock at 0830hrs with NR31/NR100/G541/DL48.

METROPOLITAN REPORT

GM36/C501 on 9767 Portland service worked through West Footscray at 1545hrs on 26 November.

T395/Y164 departed Newport at 0430hrs on 20 November for OneSteel's plant at Long Island. Y164 was exchanged with Y148 and T395 hauled Y148 back to Newport where Y148 entered DownerEDI for an overhaul and repaint.

During the early hours of 9 December, 9552 steel from Long Island derailed seven wagons after the track spread on the North Melbourne flyover, a relief loco in the form of N465 cleared



On 19 December 2010, B74 prepares to depart for Seymour with 9367 empty cars after arriving from Castlemaine with empty cars from the Victorian Goldfields Railway destined for the Seymour Rail Heritage Centre.
Photo by Darren Wood

the rear of the train back to Spencer St from where the wagons were returned to the steel terminal via South Kensington as the rear of the train was blocking the suburban lines.

B74 brought 871M/1638T/872M from Ballarat to Newport, via North Geelong, departing the workshops at 0630hrs and arriving just after 1000hrs at Newport on 13 December.

On 21 December B74 arrived DownerEDI Newport hauling 1BS/2AE/30AE from Seymour at 1400hrs; the cars were destined for the wheel lathe. After attention the cars returned to Seymour hauled by B74/S303 on 24 December.

With thanks to Frank Hinde and Chris Nuthall



Working upgrade away from Bacchus Marsh towards Rowsley, BL32/H1 haul 9141 grain empties from Allied Mills at Kensington to Maryborough on Wednesday 22 December 2010.
Photo by Kelvin Russell



: Due to the non-availability of 442s5, El Zorro provided S302/S300 to work 6M41/42 to the Tallarook area on Monday 6 December 2010. Here they stand
: in Donnybrook Loop on the return.
: Photo by Peter Sweeten



: With dynamic brakes screaming, A71/P20/XR557 haul 9462 goods from Maryvale down Longwarry bank on Tuesday 9 November 2010.
: Photo by Stewart Anderson



• Metro has operated a number of ballast and rail trains prior to Christmas, here T377/B80/T373 prepare to depart Lilydale with T376/T369 attached in the rear, a ballast service returning to Albion for reloading on Wednesday 15 December 2010.
 • Photo by Doug Knowles



• Rounding the curve out of the Native Hut creek valley near Inverleigh, GM36/C501 haul 9767 goods to Portland on Thursday 11 November 2010.
 • Photo by Kelvin Russell



Two contrasting ways of moving cargo. XR558/XR559 with 9786/7724 ex Rainbow discharges barley at the Geelong Grain Loop on 23 November 2010 whilst the MV Glorious Lotus loads woodchips for its next port of call of Sakaiminato, Japan. The 2/XRs, being two years older than the vessel built in 2007, combined to produce 6,600hp to haul 40 wagon grossing at 3,220 tonnes whilst the MV Glorious Lotus has some 11,366hp with a Dead Weight capacity of 49,602 tonnes!!
Photo by Jon Clark



A rare visitor to Victoria, 44209 leads GM36 away from Dimboola hauling 7761 empty grain to AWB Dimboola for reloading after arriving from Portland on Thursday 30 December 2010.
Photo by Eddie Potter

Queensland



• The Moura Line was not immune to the effects of Queensland's wet summer with many washouts occurring along the line causing closure of the system in late December 2010. Prior to the re-opening of the section to Earlsfield, a number of ballast trains ran to enable restoration of the ballast profile to proceed. On Monday 3 January 2011, 2207D/2209D return empty ballast train 0GB4 from the Clarke - Stirrat section through Beecher towards Byellee. Photo by Bruce Russell

CENTRAL REPORT

Three DH locos have been sold from Yukon - DH 37 has gone to the Walhalla Goldfields Railway in Victoria, DH 45 to Mary Valley Heritage Railway at Gympie Queensland, and DH 73 to Downer EDI Rail at Maryborough Queensland. DH 72 has been retained by Queensland Rail. The DHs were towed vehicle to Mackay from Yukon on 15 November as 6U13 made up of hauling loco 1754D, vehicles DH73, DH45, DH37, and six empty PRZY wagons. From there, they were loaded onto low loaders that day for the trip to their new homes.

On 10 November 1769D ran from Bluff to Tikardi as LH02 to recover 4010 and return it to Bluff as L303 at 15km/h. 4010 had been at Tikardi since 22 September following its derailment near Boorgoon on 16 September. Upon arrival in Bluff it was placed on a low loader for delivery to Rockhampton Shops, arriving there the next day.

On 11 November, 2302/1761D worked 8273 from Gladstone with 17 container wagons of cement, quicklime and fly ash

for Mackay and Townsville Jetty. 3759 was attached to the train as a vehicle at Rockhampton, having been detached off 8355 there earlier in the day.

3840's first revenue trip was on E760 Blair Athol empties on 26 September hauled by 3840/3740; 3718. It did not reach the mine as some wagons had dragging brakes. After these wagons were set out, the train diverted to Bidgerley balloon as EQ06 to return to Jilalan as EG07/EJ06, via Hay Point.

On 16 November, 3841 commenced coal use on the EF14/ EV15 German Creek to Dalrymple Bay service; 3841/3753 and 3736 were the hauling locos departing Jilalan. The next 3800 into coal service was 3842 on 4 December when it hauled the EH20/ EV21 Hail Creek to Dalrymple Bay service departing Jilalan as 3842/3738 and 3709. 3843 commenced coal use on 23 December on ED34 Isaac Plains empties. 3744/3843; 3727 departed Jilalan with the train changing destination and number at Coppabella to Blair Athol Mine as E7B4.

On 29 November, EG47 Bidgerley to Hay Point coal (3838/3728; 3730) stopped on down road at Hatfield because of pantograph problems on remote loco 3730. 3744 and 3755 ran as GWA0 from Jilalan and were attached behind 3728 to provide extra power for the journey down the range. At Jilalan, 3755 replaced 3730 as the remote unit with 3744 being also detached before departure for the port. This short trip was 3755's first revenue run. Leapfrogging 3756, 3757 and 3758, 3759 commenced coal use on 13 December, on EP46/EG47 Millennium to Hay Point service with 3710/3759; 3823 departing Jilalan.

On Tuesday 30 November, 3758 arrived at Yukon after being conveyed vehicle on 8273 from Rockhampton the previous night, and was conveyed to Jilalan shortly after. 3845 and 3760 arrived at Yukon on 6243 on 17 December, and were moved to Jilalan shortly after.

3715 re-entered service at Jilalan on 11 December, working E714 Blair Athol empties (3715/ 3829; 3712). This loco was the second

of the two Blackridge accident victims from 18 August to return to traffic. 3835, the other Blackridge loco, had returned to service on 18 November at Jilalan, departing on E746 Blair Athol empties (3718/3835; 3743).

2500D and 1761D were recovered from Alpha by 6391 (2498H/1724D), after being stranded there since 2 December. The locos were on 6YC1 and had derailed whilst turning on the angle at Alpha. Flooding of the Central Line had delayed their return after re-railing.

On 15 December, following the commissioning of infrastructure works associated with the Sandhurst Creek bridge upgrade (Springsure Branch), it was approved for QR National to operate 98 wagon trains on the Minerva traffic although flood damage in that area would have restricted such use. 1736 departed Bluff with L303 on 14 December, towing 3573, 4022 and 3930 for Rockhampton repairs. 4022 had failed at Tryphinia on 9P18 on 13 December, due to flat batteries (unable to start after being stowed), and was towed as a vehicle to Bluff on 14 December. 3930 had earlier failed on EF91 Kinrola to RG Tanna coal (3549/3409/3930; 3545/3569) at Bluff on 9 December. 3573 had been set out at Tikardi on 1 December with flat wheels and transferred to Bluff on 9 December by 1736.

3540 commenced coal use on 24 December with 3540/3414/3412 and mid train remotes. 3543/3505, working EB29 Curragh empties out of Callemondah. However, the train stowed at Raglan. Because of the flood situation in Central Queensland, the train was observed still there on 9 January 2011.

On 24 December, 15 wagons on PN's EV85 Hail Creek to Dalrymple Bay service derailed north of Yukon on the Down Road just before 18:00. First to come off was the 43rd (empty) NHAH wagon 2941, the others piling up behind it. This closed down the Goonyella System. The NCL was also blocked by the accident. On 29 December PN locos 8303, 8314 and 8315 were on site to work the rear portion of EV85. 8303 had been detached from a train at Gracemere and ran light engine, LUP3, to Yukon on 25 December. 8314 and 8315 had run light engine from Maryborough West as LJP1 on 28 December, running via the NCL. Traffic began running again as 2011 rolled around.

PN Coal's 7100 class locos continue to travel to Rockhampton Workshops for servicing, including gear case attention. 7121 departed Coppabella on 9 December for Westwood as G3P4, arriving there on 10 December.

Pipe haulage from Gladstone to Biloela has yet to commence despite the growing stockpile at Gladstone. Tutor trains continue

to run and on 14 December, 2474D hauling 6V03 tutor train struck a B-triple refrigerated truck at Payne's Road, Biloela. The truck was still across the rail line at the time of the collision as it stopped at the T-intersection of Payne and Callide Streets, which is close to the intersection. The train was not derailed. The next day, 2487H ran as LV05 from Gladstone to Biloela to assist with recovery of the tutor train. For some reason the wagons were left at Biloela, and 2487H returned with only 2474D. On 20 December, 1749 ran light engine as 6V02/ 6V03 from Rockhampton to Biloela, to recover the ten container wagons and returning them as 6304/6305.

On 12 November, 8G16 arrived at Gladstone with 2478H hauling vehicles 3406, 3302, 3304 and 3422. The following Tuesday 16 November, 8G16 arrived at Gladstone with 2492H hauling 3303 and 3405 along with 2183D, 2209D, and 4039. There are now a total of eleven 33000/3400 class locos now at Callemondah - 3302, 3303, 3304, 3405, 3406, 3409, 3412, 3414, 3415, 3318, and 3422 - with the other ten still at Jilalan.

On 24 December, 3112/3103/3316; 3168/3408, ELRC 132 appeared to be the only old set in use at Jilalan. They were en route from German Creek to Dalrymple Bay as EV53, Bu the end 2010, all of the 18



• With local flooding in Central Queensland as well as the Fitzroy River in flood, the Moura and Blackwater systems were both shut down by Tuesday 28 December 2010. A number of empty trains were stowed along the Blackwater line because the Dawson River at Arona was over the tracks. After unloading the inbound loaded trains at Gladstone, the yard at Callemondah became quite full with twelve trains stowed (one hidden). This image shows the northern of Callemondah yard on Monday 3 January 2011. The Moura Line fully re-opened on Thursday 13 January with the Blackwater system not expected to re-open for another week.

• Photo by Bruce Russell

3100 class were idle at Jilalan, along with the remaining 3300 and 3400 class based at Jilalan (3301, 3407, 3408, 3411, 3413, 3316, 3317, 3419, 3420, and 3421).

"90 tonne" Clydes are still working the Moura Line. On 24 December, 2209D/ 2203D/ 2152D worked 9RH9 Callide Coalfields empties from South Gladstone before returning from the mine as 9SH0 for QAL. 2185D/2207D/2205D were the other set working, having hauled 9WK7/9SK8 Boundary Hill to QAL service the previous day. The same day, these 4000/4100 class hauled trains had been stowed for the Christmas break which ended up being extended because of flooding - 9QK3 at Stirrat (4140/ 4135; 4016), 9FJ4 at Clarke (4042/ 4007; 4122), 9FJ8 at Fry (4113/ 4125; 4012) and 9ZJ0 at Koonkool (4046/ 4032).

On 31 December, 1773D, 2198F and 2371 were marooned in Emerald, while 2491H/ 1736 were at Barcaldine, having been stowed there with 6391 on 23 December because of flooding.

Prior to the closure of the North Coast Line due to the Fitzroy River flooding in early 2011, various loco and wagons movements to stow occurred.

On 31 December, 2481D/ 1749 worked OGB2 south with 13 SD (10 loaded), 8 loaded VBO and a plough for Gladstone, to wait out the floods. They then returned as L3B3 to Rockhampton. With locos going to The Caves,

wagons were being stored at Bajool. 2843 worked 8G42 from Rockhampton with 39 wagons, which were stored on the Up Main. It then returned as L343. On 30 December, it had worked 8G40/ L341 shuttle, with 45 wagons, which were stored in the Third Road.

The SX set (Set 45) that arrived on 24 December never made it to Emerald, and was stowed at Rocklands on 28 December out of reach of the Fitzroy River flood. 2487H/1749 worked the SX coaches from Rockhampton as 4G04, detaching the coaches into the North Coast loop at Rocklands, before returning light engine to Rockhampton.

NORTH REPORT

PN commenced testing on 8 November in preparation for the start of their Mount Isa magnetite mineral haul. PN011 was used to test two ROAF tippler wagons, which are similar to the QR GSZY design. Gross weight is 80 tonne (tare is 15 tonne), and the wagons are equipped with ECP braking. The test train ran from Toll North Terminal to Townsville Jetty as 62P2 to turn and load one wagon, before heading to Woodstock as 6H02. It then undertook dynamic testing on the Antill Plains to Woodstock section, before returning to the Jetty and Toll North Terminal.

2177D/4106 worked 9S94/9Q95 McNaughton to Bowen Cokeworks service on

21 December with 32 VAO wagons. 2476D was used in the place of 4106 on the leg from Pring to Merinda and return, the wagons being stowed for later delivery to the Cokeworks.

As of the end of December, nineteen 2250s are now allocated to Pring for Newlands Line coal traffic, although five are currently elsewhere under repair - 2260, 2261, 2264, 2272, and 2274. Only 2252, 2253, 2258, 2262, 2265, and 2275 remain based at Callemondah.

2605 ceased use on the Newlands Line on 8 November with brake problems, and on 18 November 2605 was moved from Pring to Merinda, for conveyance to Stuart. On 26 November, it was reported ten of the class have been placed in storage, waiting crew availability for training. 2600, 2601, 2603, 2604, 2606, 2609 and 2610 were stored on 22 November, and 2602, 2605 and 2611 on 24 November. 2608 and 2612 were under repair at Redbank. The last 2600, 2607, ran on 17 December when 2607 was detached from a coal consist at Pring. Its last working was 9N12/ 9A13/ 9P12 with 2270/2259/2607/2264, arriving back at Pring in the early evening. 2607 was sent to Stuart on 30 December on 6243 as vehicle behind 2199F. 2311/1746D worked 6C49 into Portsmouth on 12 December, having worked the train through from Acacia Ridge, departing there early on the previous day.

1746D stayed in Cairns working with



• Diesel 1743D hauls electric tilt train set 301/302 as P301 into Bundaberg platform on a very wet Tuesday 28 December 2010. The electric tilt train was hauled dead by 1743D from Maryborough West due to a fault with the overhead line equipment south of Bundaberg. At the platform, 1743D was detached and the tilt train continued north under its own power. At this time, the Burnett River in Bundaberg was in major flood and this tilt train was the last train to cross the Burnett River Bridge before it was closed to rail traffic due to the rising water.
• Photo by Lincoln Driver



During the early wet summer being experienced in Queensland many track formations are experiencing sodden subgrades and ballast erosion from overtopping culverts from heavy and frequent rainfalls. On the section between Kabra and Stanwell, part of the embankment slipped a little distance west of the Stanwell Power Station Overpass. To stabilise the embankment large rock was brought to the site in side tipping SD wagons. After the first attempt was thwarted by heavy rain and soft ground conditions, the second train ran three days later on Thursday 30 December 2010 with 2208D/2498H as OEB6/03B7. After dumping the required amount of rock the train ran west to Warren to run around for the trip back to Rockhampton. 2208D had been recently overhauled and now sports a toilet at the long end of the hood.
Photo by Bruce Russell

1735D on 21 December on OSB2 ballast from Mareeba with 10 VBO, part loaded from Bibbohra, IBJX and TCWA1. It unloaded ballast between Mareeba and Arriga Junction, and then returned as OKB3 to Bibbohra to reload and OMB4 to Mareeba to stow. On 13 December, 2311/1738D worked a short 6798 out of Portsmouth. Upon arrival in Brisbane, 2311 entered Redbank Shops for overhaul, joining 2347 and 2336.

The last Sarina sugar train ran for the year on 19 November. 2497H worked 25 empties from Mackay Harbour as 6S64, returning as 6Z65 with 16 of the 25 loaded. A sweeper train, 6S69/6Z69, subsequently ran on Saturday to tidy up the last few loads. 2497H took 10 empties down and returning with 8 wagons to Mackay Harbour, 3 of which were loaded.

On 10 December, 1735D/1738D worked 18 empty VMO out of Portsmouth for Arriga. Further down the coast, 2198F/ 2100H hauled 38 grain hoppers from Mackay Harbour to Capella as 6B22 to load grain for Mackay Harbour (6Z23 return).

At Proserpine, the last sugar train of the year ran on 10 December, with 2197F/2198F working 6Z78 from Proserpine, with 20 wagons, 14 of which were loaded. It arrived at Mackay Harbour as 6Z79. A 30 wagon train, fully loaded, had run the day before with the same locos, as 6Z76/6Z77.

On 28 November, after a couple of weeks break due to wet weather, Burdekin sugar traffic recommenced for all mills. On 1

December, 2189F worked 6J73 from Kalamia into the Jetty (Townsville), with 16 of 23 wagons loaded. 2192F worked 6J67 from Carstairs into the Jetty and 2200F worked 6J61 from Pioneer into the Jetty a few hours later. Both trains were also only partly loaded. 2194F worked 6J65 from Giru into the Jetty with a fully loaded 27 wagon train. It then returned to Invicta Mill on 6Q74, but returned as 6J75 with none loaded. Due to more wet weather, the remaining Burdekin sugar traffic in December was now sporadic with 2194F arriving at Invicta Mill at Giru on 23 December with 27 VASO to load as 6Q64.

2413D/2484H worked 6ZG5 Mt McLaren to Mackay Harbour grain into the Harbour on Christmas Eve.

SOUTHERN REPORT

2349 departed Redbank for Western Australia by road on 4 November. It had entered Redbank Shops on 28 September for main alternator repairs. Its last working was on 9D70 empties from Fisherman Islands to Toowoomba on 22 September, and hence transferred vehicle to Redbank LMD via Acacia Ridge, arriving on 24 September. It will become DFZ 2402 in Western Australia.

Despatch of the locos for Chile from Redbank Workshops occurred over 9 and 10 November. The low loaders were reversed into the erecting shop to allow the locos to be loaded with the shop cranes for delivery to the Port of Brisbane. The nine locos were 2115A, 1529, 1510, 1516,

1527, 1511, 1515, 1509 and 1528.

2371/2183D worked 8355 from Acacia Ridge, with 3759 vehicle on 10 November. Five weeks later, 2390 worked 8243 from Acacia Ridge on 16 December with vehicles 3760 and the last of the 3800 class order, 3845. There are only three more 3700s to be delivered – 3761 to 3763. 2387/ 2330 worked 6G90 grain empties from Toowoomba to The Gums on 12 November.

2339 completed its overhaul at Redbank on 15 November, emerging as 2339D, and worked its first train, 6D04 pipes from Fisherman Islands to Toowoomba, with 2339D/2471D/2350 on the lead. 2350 was detached at Toowoomba, before they continued to Tycanba.

2364D was ex overhaul at Redbank on 2 December. That night, after arriving earlier on LF30, 2364D worked its first train, 9L18 Cameby Downs empties, with 2348/2364D from Fisherman Islands. It is in the new QR National livery, already being described as 'Canary' or 'Meadow Lea' livery. The term 'Pineapple' has even been used.

3540, the last 3500 class overhaul (to 3551 class), was towed from Downer EDI Rail Maryborough to Maryborough West on 14 December by 1743D as SM42. 3540 ran on test from Maryborough West to Gympie North and return as G424/GM25 on 17 December. It was attached to Y355 at Maryborough West late on Monday 20 December and transported vehicle to Gladstone overnight. It made the transfer from Gladstone to Callemondah on 21 December.

On 25 November, 3758 (ex 3221) headed north on Y243 from Brisbane behind 2805. The 40 vehicle train included molasses empties, 8 converted PYCP, PYCLP, PYCCP pipe wagons for Gladstone, and 10 new VCCS/L wagons from Redbank (55800 series). 3758 was detached at Rockhampton.

On 14 December, PN locos 8314 and 8315 ran on test from Maryborough West to Theebine and return as L402/LM03. The following week they were authorised for entry into revenue service. Their first trip was to run to Yukan for derailment recovery operations on 28 December.

Goondiwindi to Fisherman Islands grain, 68T7 -2338/2389, experienced wheel slip just prior to the rising grade for the flyover at Dutton Park on 19 December. Lead loco 2338 dropped all power and was failed. Light engine 2840 was sent from Fisherman Island as YL68 rescue 68T7, departing for Fisherman Islands as Y8T7.

1745D worked 7F30 shunt from Redbank to Acacia Ridge, with the interesting consist of 2338, 2357, 2199F, 10 new VCCL/S, LTC 1848 and 7 SX cars (set 45) for Rockhampton! They arrived at Acacia Ridge just after midnight on 23 December. Leaving 2338 and 2357 at Acacia Ridge, the remainder of the train went north as 6U43 early on 24 December behind 2199F.

SOUTH-WEST REPORT

On 8 November 2305 failed on 68T7 Thallon grain (2304/2305) at Cobba Da Mana. Twenty four (24) wagons were detached, the train continuing with 2305 as a vehicle, terminating at Toowoomba. Later that night, 2351/2346 departed Toowoomba as LH36 to recover the 24 wagons.

Floods cut the south-west line at 190.500km, between Cambooya and Greenmount on 26 December. 68T7 (2362/2346) was stowed at Thane, the locos returning light engine to Goondiwindi as LH08 early Monday 27 December.

WESTERN REPORT

On 19 November, the Cameby Downs balloon loop at Columboola opened near Miles, with the first train loaded - 9L18 (2355/2366), returning as 9819. The next day, the second Cameby Downs train, 9L12/9813, was loaded, with 2357/2391 worked the train. Later that day, the 14th West Moreton consist commenced operation as a full 41 wagon set, departing Toowoomba on 9L16, the third train for Cameby Downs, behind 2309/2301D.

On 23 November, VGHM 38339 and VGKM 40643 were derailed at Millmerran while 6P72 (2363/2361) was shunting. Seven loaded wagons were detached; 68M3

returning with 31 loaded wagons instead of 38. The next day, 2389/2350 departed Toowoomba as LP76 for Millmerran, to assist in the re-railing of the derailed wagons. Two wagons were returned as 68M7. 1729D/1759D ran as LP72 from Toowoomba to Millmerran on 28 November to recover the other 5 grain wagons, returning as 66M3.

On 14 December, 2493H/2488H ran as LD04 from Toowoomba to Tycanba to recover a pipe train consist. 2479D/2490H departed Fisherman Islands on 6R04 with the other consist. Both pipe trains are now running with 38 PCUYP and a QLX.

9Y22 Jondaryan empties (2313D/2358) derailed 22 wagons on the Bowenville to Koomi section on 16 December. Many wagons were severely damaged and 500 metres of track was severely damaged. The line was re-opened early evening on Saturday 18 December. The first 16 wagons derailed were cleared from the track with the next six wagons being re-railed, the train departing the next day, Friday 17 December, for stowing at Dalby. Also on 17 December, 2123F/2489H ran as LD28 from Toowoomba to Bowenville, returning as 9629 with four re-railed wagons of the first sixteen.

With thanks to Bill Dunn, Arthur Shale, Tony Wells



• During October 2010, QR National, through its subsidiary company ARG commenced railing steel pipes from Fisherman Islands to Tycanba (Dalby) for a large scale coal gas seam project that is underway in Queensland's South West. The pipes are initially being railed to Tycanba, but will eventually be railed to Miles when a purpose built siding is ready. In this view, the loaded train 6R06 is seen departing Bowenville in late afternoon light behind locomotives 2412D/2123F on Friday 12 November 2010.
• Photo by Matt Green



• A rather shabby looking 1729D leads veteran diesel 1225 (ex 1208) with 1769D trailing over the Bundamba Creek, on the Swanbank Line on a gloomy Friday 3 December 2010. Heritage diesel 1225 was being moved from Redbank LMD to the Queensland Pioneer Steam sidings for restoration work.
• Photo by Rob Ferris



• On Monday 15 November 2010, 4141 representing QRN and 8316 representing PNQ stand outside Downer EDI's Maryborough plant undergoing final adjustments prior to entering service.
• Photo by Brian Webber

South Australia



• Deep in the Adelaide Hills, GM42/2214/GM43/CLP16 slug it out through Glenalta with 1341 empty grain to Loxton on Thursday 23 December 2010.
• Photo by Bob Grant

METROPOLITAN & BAROSSA REPORT

Due to a derailment at Penrice on 21 November, 841 worked light engine from Dry Creek to Penrice on the 24 November and hauled three empty hoppers back to Dry Creek. On 4 December 1151 empty Stonie hauled by 844/704 encountered problems with 844 enroute to Penrice. 841 departed Dry Creek light engine for Nuriootpa where it joined the loaded train for the trip to Adelaide. The next day, 8046 was the passenger terminal shunt locomotive at Keswick while PL1 was undergoing a service. Due to flooding at the mine yard at Penrice, 1151 empty Stonie hauled by 841/704 was halted at Nuriootpa where the train was stabled allowing the engines to return to Dry Creek light engine. Normal services resumed on the 10th. Due to the failure of PL1 on 20 December at Keswick, shunting has been provided by different NR locomotives. NR38 took PL1's place on the day of the failure and also hauled it to the Dry Creek MPC. NR22 was noted there on 31 December and NR41 on 5 January. PL1

returned to these duties the next day. Due to the Stonie not running on Christmas Day, two services were run on Christmas Eve. 1151/1152 was worked by 704/843 while 1153/1154 was worked by 844/841. The same units worked the same movements on New Year's Eve due to no services running the next day.

SOUTHERN REPORT

With a busy season ahead of them, GWA continues to operate a large number of grain services around the state and into Victoria. On 11 November, 2011 empty grain to Dimboola departed Dry Creek behind GM42/ALF20/CLP14/2214/703. The trailing two units were detached at Tailern Bend and were picked up on the return trip, 2012. Nearly two weeks later on 23 November, 1283/2184 Wolseley grain was worked by CLP16/ALF20/CLF6/CLP8. The next morning, QRN service 3MP1 arrived at Dry Creek behind 6001/CLP12/CLP11. QRN service 3PM1 departed Dry Creek the following afternoon bound for Melbourne hauled by 6006/LDP002/2202. On 26 November, POTA service 6AM2 departed

Port Adelaide hauled by G512 and QUBE liveried unit 44202. The 442 returned to Adelaide behind G512 on 28 November on 7MA2. 1341 empty Loxton grain departed Adelaide on 2 December hauled by 2207/GM42/CLP16 with 40 hoppers. It was followed to Tailern Bend by 2214 hauling crew car ECA98. The reason for the movement was due to the un-availability of the crew car in time for the train. A rare working occurred on 3 December when solo NR102 departed Islington with 3PM6 bound for Melbourne. Due to flooding in NSW, 6SP6 freight was diverted via Melbourne and Adelaide on its trip to Perth. It passed through Adelaide late in the evening on 4 December hauled by NR38/NR52/NR118.

On 6 December, 1341 empty Loxton grain departed Adelaide hauled by CLP16/CLP8/2207/GM45/2210. The return movement 3142, grain conveyed just over 30 empty PN owned container wagons which had been in storage at Tailern bend. They had been hired by GWA for use on the derailment recovery train for 4DA2. Also on 6 December, 2AM2 departed Adelaide hauled by G515/8030/G512. QUBE

painted 8030 returned from Melbourne hauled on 7MA2 on 12 December as G512/G515/EL54/8030. The next day, 1MP5 arrived in Adelaide hauled by NR121/NR49/NR26/AN4/NR6. In the early hours on 14 December, 1283 Wolseley grain departed Dry Creek hauled by GM42/GM43/2207/705/2212. That evening, SCT service 1PM9 departed Adelaide hauled by 8026/442s2/2210/SCT014/ SCT013. 8026/442s2 had been hired from Coote by SCT as bankers and the front three units were detached at Taillem Bend. The next morning they were attached behind SCT008/ SCT009 on 3MP9 but near Petwood the trailing draw-gear on 8026 was broken bringing the train to a stand. 8026 was placed into the loop at Petwood and the remaining engines coupled back to the train. 1PM5 hauled by NR106/ NR50 stabled their train at Mile End and assisted 3MP9 through to Belair before heading back to Mile End for their train. Many services were delayed by this and 8026 eventually worked light engine back to Islington Works later that day. That afternoon, 1341 Loxton grain departed Adelaide hauled by 705/2207/2216 with 20 hoppers. This train then stabled at Taillem Bend on the return.

The next afternoon on 16 December, 2M21 loaded ballast train departed Mile End behind RL309/8030/S311 bound for the new loop at Monteith between Murray Bridge and Taillem Bend. The train stabled at Monarto South that

night before heading to the worksite the following day and returning back to Mile End. Also on 16 December, 1341 Loxton grain departed Adelaide hauled by CLP16/442s2/8026 and included a number of PN owned empty container wagons returning to Taillem Bend and 20 hoppers. The 442 and 80 were detached at Taillem Bend for 5MP9 and the grain was combined with the previous days Loxton for the return trip home. 5MP9 arrived in Adelaide the next morning behind 8026/442s2/ SCT013/SCT014. Later on that morning, QRN service 5MP1 was enroute to Adelaide hauled by LDP003/CLP9/X53 when near Mt. Barker Jct X53 failed. The train was halted at Mt. Barker Jct and rescue locomotive 2202 sent out from Dry Creek to assist the train to Adelaide. That night, 4PM9 departed Adelaide hauled by 8026/442s2/SCT010/SCT007. The front two units were detached at Taillem Bend for 6MP9 the next morning.

On 20 December, 1MP9 arrived in Adelaide hauled by 442s2/8026/SCT007/SCT010. Later that morning, 2M21 loaded ballast train departed Mile End bound for Monteith hauled by 44202/ S311/8030/RL309. The train returned to Mile End that evening as 2M22 and made another run the next day to Monteith. QRN service 2PM1 departed Dry Creek on 22 December hauled by G534/ X53/LDP003/CLP9. The next morning, 1283 empty Wolseley grain departed Dry Creek hauled by ALF21/705/2212/2207/2216. On Christmas Eve, 5MA2 arrived in Adelaide hauled

by a solo G515. That evening, 6AM2 departed Adelaide hauled by G515/ S311/44202 with 44202 failing enroute to Belair resulting in a slow trip to Mt. Lofty. Also that evening, 3142 loaded Loxton grain arrived in Adelaide hauled by CLP16/ 2214/GM43/2212/GM42. On 27 December, QRN service 7PM1 departed Adelaide with the lash-up of 6008/G534/ CLP11/CLF1/CLF4. Two days later on 29 December, 3142 loaded Loxton grain arrived at Dry Creek hauled by CLP16/GM42/2212/2214 while a couple of hours later, 1341 empty Loxton grain departed Dry Creek hauled by ALF21/2216/2207/GM47. New Years Eve saw 5MA2 arrive in Adelaide hauled by G515/G512/ S311 while also that morning 1PM5 departed Adelaide with NR102/NR64 hauling C503.

NORTHERN REPORT

On 7 November, Coote locomotive 4908 departed Broken Hill with transfer movement 5421 bound for Pt. Augusta. After attaching a loaded rail set, the train continued to Whyalla at 6M21 unloading rail enroute. This was the first visit of a NSW 49 class to SA. Two days later, 1401/4102 Crystal Brook grain was worked by 2207/701/2212. That night, 4AD1 departed Adelaide hauled by the rare combo of FQ04/ FQ01. On 12 November, 5AP8 Indian Pacific was enroute near Wirraminna hauled by NR26 when the unit gave trouble. On the cross of 4PS6 at Wirraminna hauled by NR77/ NR22, NR26 and



• With 442s2/8026 on hire to SCT Logistics, GWA used them to assist CLP16 to haul 1341 grain empties and empty flats to Taillem Bend as they pass through Dry Creek on Thursday 16 December 2010.
• Photo by Damien Butler



• Passing around the back of Dry Creek South yard GM40 hauling 4172 Port Augusta – SCT Islington Freight is nearly at the end of its journey on Thursday 2 December 2010.
• Photo by Damien Butler

NR22 swapped places allowing both trains to continue. AN7 then replaced NR26 at Spencer Jct. The next day, 7AD1 departed Adelaide hauled by FQ02/ FQ03/VL361. 7DA2 arrived in Adelaide two days later hauled by FQ04/FQ01/ EL58/ ALF19/VL359. After 4908 returned to Broken Hill in mid November, 44202 returned to SA from Broken Hill and then hauled a loaded rail train from Pt. Augusta to Adelaide as 4M24 on 16 December unloading rail enroute at Dry Creek.

Great Southern Railway's The Ghan service 1AD8 departed Adelaide on 21 November hauled by NR74. Near Stirling North NR74 failed resulting in NR23 coming to the rescue from Spencer Jct. NR74 was detached at Spencer Jct and the train continued. Near Tarcoola NR23 suffered from communication issues and the train was held at Tarcoola. NR43 from 7PM5 swapped places with NR23 before both trains continued with the Ghan running over four hours late. On 23 November, 3AD1 departed Adelaide hauled by ALF22/VL362/GM47. On the cross at Manguri with 3DA2 hauled by FQ01/EL63, the EL and ALF swapped trains before continuing. Later down the track near Pimba, FQ01 suffered a seized traction motor halting the train at Pimba and resulting in the FQ being detached. 4AD1 departed Spencer Jct FQ03/CLF6/2212 with the 22 class being brought through to Pimba for 3DA2. While all this was happening, 4DA2 hauled by CLP17/ VL359 was enroute near Cadney Park when they encountered a mini tornado and the train derailed. It is believed the

extremely high winds blew the double stack portion of the train over.

3DA2 continued to Adelaide from Pimba now hauled by ALF22/2212 and the 22 was detached at Spencer Jct allowing the ALF to continue solo. Temporary repairs to FQ01 at Pimba saw it lead CLF6/FQ03 on 4AD1 which returned to Adelaide from Pimba as 8102. The track was re-opened a few days later. During the week from 22 to 27 November, 44202 hauled a loaded rail train from Spencer Jct to Barton and return. On 26 November, 1451 empty Bowmans grain departed Adelaide hauled by 2216/ CLF6. Trouble enroute to Bowmans with CLF6 resulted in ALF22 running light engine from Dry Creek to Bowmans to assist the loaded train back to Adelaide. Also that afternoon, 4PW4 arrived at Spencer Jct hauled by NR52/ NR46 hauling 8030/864/ NA1874 while later that night 5NY3 arrived at Spencer Jct with NR99/AN1/NR38 hauling C503. The next day, 7YN2 departed Spencer Jct with NR46/AN2 hauling 864/ NA1874 while 4PW4 departed Spencer Jct with NR52/NR38 hauling 8030/C503.

The Union Reefs ore service in the Northern Territory saw an unusual combination during late November when EL57/ GM47/GM45/ VL358 worked the _DU4/_UD3 service from 28 November to 2 December. On 29 November, 6WP2 departed Adelaide hauled by NR51/ NR69/NR97/NR15/GL112. GL112 was then forwarded to NSW the next day on 1PS6 with NR6/NR5. QUBE 44202 departed Whyalla

on 3 December with 6M42 rail train bound for Spencer Jct. After detaching the rail rake, 44202 continued light engine to Islington Workshops. Due to very unseasonal heavy rain across SA during December, washaways occurred at Korunye between Two Wells and Mallala and also at Hillgrange on the 9 November. Both lines were reopened the following day resulting in major delays to quite a few freight services. On 11 December, 1911 derailment recovery train departed Dry Creek with 2210/ALF22 bound for Cadney Park. Also that day, 5M12 loaded ballast departed Broken Hill bound for Peterborough hauled by RL309/S311. Whilst shunting at Peterborough a minor derailment occurred to both locomotives. After re-railing the train continued to Adelaide on 13 November.

SCT and CFCLA conducted a high speed wagon test train from Islington Works to Coonamia and return on 14 December. TL154/ S311 hauled the movement which consisted of CDAY1, a CHCH ore wagon and a new SCT owned PQGY container wagon as 1461/4162. Later that day, an extra SCT service, 3AP9, departed for Perth with a solo SCT002. Also that day, 9112 derailment recovery train arrived in Adelaide hauled by ALF22/2210/ALF23. All the derailment damaged wagons were detached at Spencer Jct whilst ALF23 was attached there ex overhaul at Pt. Augusta Workshops. On 15 December, 44202 worked light engine from Islington Works to Whyalla. It was then used to haul a rail train from Whyalla to Spencer Jct

and return. An empty ballast train for Whyalla departed Mile End on 18 December hauled by S311/8030/RL309. The next day, 1473 SCT shuttle hauled by GM40 was enroute between Coonamia and Pt. Germein when GM40 gave trouble halting the train at Pt. Germein. Light engine 703 was summoned from Pt. Pirie and assisted the train to Spencer Jct. 703 returned to Pt. Pirie the next day. Also that day, 6M12 loaded ballast departed Whyalla hauled by 44202/ S311/8030/RL309 bound for Mile End.

Due to the failure of SCT002 on 6PA9 SCT service in WA, the train was combined with 6PM1 QRN service at Rawlinna. The combined services arrived in Adelaide on 19 December as LDP001/CLP11 hauling SCT002. Pacific National conducted high speed wagon testing on 20 December. AN11 hauled FAM 2389 and steel wagon RKAF 1 from Spencer Jct to Crystal Brook and return as 4462/4463. That afternoon, 4112 loaded grain ex Pt. Pirie was heading upgrade towards Crystal Brook hauled by 705/ GM42 when the GM failed causing the train to stall. Light engine ALF22 off 1471 Snowtown grain was used to rescue 4112 so it could continue to Adelaide. Later that evening, CLP16 hauled 40 loaded hoppers back to Adelaide solo on 4174 Snowtown grain. Also that day, HL203 combined with 103 to work the PPSA Balco service. Due to the failure of LDP003 in WA, QRN service 2PM1 arrived Adelaide on 22 December hauled by LDP003/

CLP9/LZ3109. The next day, 4419/4416 PPSA service was worked by 103/GL108. That night, 5AD1 departed Adelaide hauled by CLF6/CLF5/VL362 while 4DA2 arrived behind FQ04/GM47/FQ02. The latter was attached at Spencer Jct after attention in the workshops.

During the second half of December, PNL's Bemax service changed locomotives from the usual BL/G class locomotives to NR7/NR8. NR77 later replaced NR7 on these services. G537 and G540 were transferred to the Pt. Pirie to Broken Hill ore train workings while BL30 and BL31 were transferred to NSW for grain workings. On 27 December, 1MP5 departed Adelaide with NR111/NR43 hauling NR67/ NR36/NR80/ C503. The trailing four units were detached at Spencer Jct and this train later derailed at Goddards in WA the next day. To aid in recovery, NR67/ NR36 hauling two crew cars departed Spencer Jct on 28 November as 3XP5 bound for the derailment site. On 30 December, 2210 hauled 10 empty grain hoppers to Crystal Brook as 1401. After loading it returned to Dry Creek as 4102. Also that day, 2PM5 departed Spencer Jct hauled by NR31/ NR84 bound for Pt. Pirie. After stabling the completely empty train in the yard, the two NR's returned light engine to Spencer Jct. That afternoon, 1PM5 departed Spencer Jct with NR102/NR64 hauling C503. During January, GWA hired CFCLA unit HL203 for use as the ore shunt locomotive in Darwin. It departed Adelaide behind FQ03/CLF5 on

2AD1 on 3 January. It replaced GM45 hauled to Alice Springs two days earlier on 7DA2 hauled by CLF5/ALF19. GM45 then took up residence as the shunt locomotive to allow FJ104 to be hauled to Adelaide for servicing. FJ104 arrived in Adelaide on 7 January behind CLP14/VL362 on 4DA2. The next day, 7AD1 departed Adelaide behind CLF5/VL358/705 with the 700 heading to Alice Springs to replace GM45.

EYRE PENINSULA REPORT

The Eyre Peninsula has been in full swing with the grain harvest and also the usual gypsum at Thevenard. On 8 December, 4CP1 transfer movement departed Pt. Lincoln with 1606 hauling 1601/842 and four ENH gypsum hoppers bound for Thevenard. Two days later, 6CP2 departed Thevenard with 850 hauling 1604/1603. This left 842, 848, 1601 and 1606 based at Thevenard. On 15 December, 4CD1/4CD2 grain to Lock was worked by 1603/905/1203. The next day, 5CG1/5CG2 to Wudinna was worked by 1603/906/1203. Rudall saw a quad lash-up on 22 December when 4BC1/4BC2 was worked by 906/1603/859/851. The two grains services on 5 January saw 859/850/1204 work 4CG1/4CG2 to Wudinna while 905/851/1203 worked 4CD1/4CD2 to Lock.

Thanks to Peter Knife, Todd Hutchison, Damien Butler, David Arnold, Greg O'Brien and Trevor Briggs.



• Passing through the soon to be completed Callington Loop in the eastern Adelaide Hills, NR57/AN6 haul 6BA6 Freight on Sunday 21 November 2010.
• Photo by Wayne Morris



• A six hour late 1152 Limestone from Penrice quarry approaches the Baroosa Valley town of Lyndoch during the afternoon of Saturday 20 November 2010.
• Photo by Damien Butler



• After SCT002 failed the previous evening near Rawlinna WA whilst hauling 6PA9 Freight, the consist was attached to 6PM1 QRN Freight. Here LDP001/
• CLP11 haul SCT002 standing on Ferguson Loop on sunset on Saturday 18 December 2010.
• Photo by Julian Insall



: On what is believed to be the first visit to South Australia by a 49 class having travelled down from Broken Hill to Whyalla. 4908 works 6M42 Railset
 : northwards near Lincoln Gap on Wednesday 10 November 2010.
 : Photo by William Arkell



: A rather soiled CK4 leads CK3/904 as they haul ore empties to Iron Duke seen here near the former junction to Iron Baron on Sunday 21 November 2010.
 : Photo by John Regan

Western Australia



• The sole ALZ which has recently returned to service following repairs is seen here leading LZ3107 hauling 4443 Esperance goods as they depart Binduli southward on Wednesday 5 January 2011.
• Photo by Phil Melling

ALBANY REPORT

The first of the two grain fleets working the lower GSR departed Albany on the 29 October with DBZ2308/P2515/ P2513 leading whilst the wood chip train was working its normal runs with NJ1602/NJ1605.

The second grain train departed Albany for Wagin on 5 November with P2503/P2515 leading. With the departure of the second fleet it was not known when grain services would recommence. However, services resumed on the 19 December with P2506/P2514 running to Wagin from Avon. Thence train arriving in Albany on 20 December after loading at Cranbrook. This grain fleet has mainly been working Broomehill and Cranbrook since the return with the occasional run to Newdegate.

The woodchip train has been working between the mill daily with both NJ's working the train. On a few occasions DBZ2308 has been seen working as the replacement for one or the other NJ.

On the 5 December both NJ's were rolled out of the workshop and departed Albany at 1100hrs for Wagin running as 1306. When NJ's arrived at Wagin, NJ1602 was detached and run into the yard while 1605 remained near the southern leg of the triangle. Waiting at Wagin was DD2356 which

came from Avon as 1305. DD2356 was attached to NJ1605 to make the run back to Albany while NJ1602 ran north to Avon.

On 24 December NJ1605/DD2356 with 20 XOA's ran to Avon while the woodchip mill was closed for the Christmas break.

3 January saw the woodchip train depart Avon for Albany around 1800hrs with DD2356/DD2358 leading the 20 hoppers. The woodchip train commenced work the next day with DD2358 on the mill end while DD2356 was on the town end.

Some problems with DD2358 since arrival have seen delays with normal schedules.

There has been discussion that the NJ's time in Albany could be over due to the continuing problems with the locos and the replacement with the two DD class.

On Saturday 11 December the rail fleet made the trip to Albany with R1902/RA212 leading the 8 wagon consist made up of the QUS flats.

The following day 1S24 rail train departed Albany around 0615hrs. The train was to work between Elleker, just south of Mt Barker and Kendenup to pick up lengths of rail. At around 1430 hrs at kilometre peg 341 the train collided with a two trailer truck carrying grain

at the Pootenup road rail crossing. RA212 was derailed and suffered damage to the front and right side of the loco. The second trailer of the truck came to rest alongside RA212 after having the towing hitch sheared off from the first trailer. The train was travelling at only 40 kph which was its restricted travelling speed once loaded with the rail line. The accident could have been a lot worse if the train was travelling faster, fortunately no-one was injured in the accident.

The following day RA212 was taken to Tambellup and left on the stub road in the yard. R1902 took the rail consist to Wagin.

GERALDTON REPORT

The poor harvest in some areas of Western Australia has impacted on various locations train operations especially the Avon and Merredin catchment areas. In Narngulu the following was noted on 7 January 2011 (after a second grain set arrived on 5 January 2011): P2517/P2515 on ore set at Narngulu P2501/DFZ2401 on ore set at Narngulu P2508, DFZ2404, DF2405 stabled Narngulu. P2509 was unloading an ore set in Geraldton Port. P2510/P2511 were unloading a grain train also in the Port. P2513/P2516 was on the second grain train at Perenjori.

KALGOORLIE REPORT

On the 3 November the tracks at the western end of Binduli triangle were closed to allow construction of a new mine haul road underpass, by 1710hrs the sections of tracks were gone, the embankment dug away and abutments installed. Two large cranes (one 400 tonne capacity, the other 200 tonne) had the span for the main Perth-Kal line suspended between them and were slowly swinging it into alignment, finally lowered into place and straps detached just after 1730hrs, tampers and track machines later that evening commenced work on the relaid track for reopening by 2200hrs - not a bad effort!

Awaiting the reopening in West Kalgoorlie yard were 2MP5 NR58/NR44, 4426 Freight AC4302/L3115 LZ3103, and they were joined by 2MP1 around 1955hrs with 6003/CLP11, it started to get nice and cozy, when 4478 Freight rolled in from Leonora at 2015hrs with Q4008/LZ3112.

On 5 November 6478 goods ran with Q4011/ LZ3104/L3113 hauling 21 WNs of nickel concentrate from BHP, six flats with containers of lead concentrate, three empty anhydrous ammonia tankers from Malcolm and an empty WN trailing. 6426 Freight departed West Kalgoorlie with triple LZs: LZ3117/LZ3111 and LZ3103. NR28 was in charge of 5AP8 Indian Pacific.

On the 4th December 7426 freight departed West Kalgoorlie for Perth, with



• On Saturday 11 December 2010, CLP11/CLF1 hauling 3MP1 QRN service stand at the fuel point at Parkeston. This train is running approximately 18 hours late due to a locomotive failure on 6PM1 QRN service which necessitated a locomotive swap.
• Photo by Peter Donaghy

another triple L class combo of LZ3101/ LZ3119/ LZ3105.

More variations occurred on the 12 December when 6MP1 QRN service arrived at Parkeston with LDP003/LDP001 two blue and white LDPs together. 1426 Freight departed for Perth with Q4009 /LZ3120 hauling dead Q4003. 1416 empty ore arrived at Binduli around 1810hrs dropping Q4005 out of

the consist before preparing to head onto Koolyanobbing behind AC4306/Q4016 and dead-attached ALZ3208.

On the 22 December a relatively rare (nowadays, anyway) run of a G class to Perth with 2MP1 QRN service with 6007/G516 on the front. The load included 13 SCT Maxi-freighter vans, two SCT wells and three ABSY vans up the front of QRN's loading whilst



• DFZ2405/P2510 haul a loaded ore through Bringo 20kms from Geraldton on Saturday 11 December 2010. It is not too common to see the DFZ leading a P class on a loaded ore train.
• Photo by David Melling

4426 Freight departed West Kalgoorlie with AC4301/LQ3122 and LZ3119 hauling 91 vehicles weighing 4680t and 1708m long.

Another unusual sighting on 23 December was ALZ3208 leading nine fuel tanks on 5442 Freight to Leonora. The loading had earlier arrived at West Kalgoorlie from Esperance behind L3110/AC4308. The ALZ had also led Q4016, LZ3101, AC4303 and LZ3120 from servicing at the depot, arriving into West Kalgoorlie with LZ3117 shunting around, LQ3121 beside the office, Q4007 rolling in from. Parkeston around 1720hrs with 5C74 ex Parkeston, closely followed by Q4009/LZ3105 on 5478 ex Hampton, West Kalgoorlie held the most locos our correspondent had seen there for quite a while.

Dramas occurred on the east west line on 28 December when 1MP5 Freight derailed on a heat buckle about 100 metres west of the east end of Goddards crossing loop. The locos and crew were OK however a number of triple-deck car carriers and their cargo were destroyed. The line finally reopening on 1 January 2011.

On the 31 December, the leading portion of 1MP5 Freight finally rolled into Parkeston at 1940hrs, three days late! NR43 long end leading.

The ALZ was still being used on the Esperance fuel train (4443) in the company of LZ3107 on 5 January 2011.

On Sunday the 9 January 2011 NR84/ NR80 were on 6MP7 Freight and following was 6MP1



• On Saturday 25 December 2010, PA2819 works 7903 caustic service near Picton Junction.
• PA2819 has worked in a number of different locations since leaving Queensland several years ago.
• Photo by Simon Barber

QRN service with 6001/ LDP002 hauling dead attached LZ3109 back from its visit to Adelaide before Christmas after assisting 2PM1 QRN service when LDP003 failed on 20 December.

MERREDIN REPORT

A few workings were noted in Merredin on 10 January 2011 with L3110 working 2474

loaded (ex Koolynobbing) salt train. NR44/ NR38 on 7SP3 Freight crossed D48/K205 on 2S69 loaded rail train at West Merredin. 7GP1 also passed through with SCT015/SCT001 on the front.

With thanks to Simon Barber, Peter Donaghy, David Melling, Phil Melling, and Stew Winston



• On Monday 6 December 2010, P2504/P2515 round a curve south of Bindi Bindi whilst working 2313 empty grain to Milng.
• Photo by Cris Fitzhardinge



: 6001/LDP002 help deliver LZ3109 back to ARG in Western Australia after being hired by QRN before Christmas. The trio are seen just arriving into
 : Kalgoorlie with QRN's 6MP1 service on Sunday 9 January 2011.



: AC4305/Q4011/Q4016 haul 1416 empty iron ore ex Esperance towards West Kalgoorlie then onto Koolynobbing later in the evening and are seen just
 : north of Hampton on Sunday 9 January 2011.
 : Both photos by Phil Melling



• Static testing is undertaken at BHPB's Boodarie depot with SD70ACe units, 4366/4365/4371 and five ore cars on Friday 12 November 2010.



• On Wednesday 15 December 2010, FMG Dash 9 units 006/012 haul empties to the Cloud Break mine seen here between Durack and Forrest sidings.
• Both photos by Darryn Fladrich

Tasmania



• MKA2132/MKA2131/MKA2133/ZR2101 lead 636 goods at Lonah between Ulverstone and Penguin on Friday 26 November 2010. This quad was possibly the first time four PN liveried locos had teamed up in Tasmania.



• On Wednesday 5 January 2011, DQ2001/DQ2006/DQ2008 haul 377 empty concentrate power away from Ridgley enroute to Melba Flats.
• Both photos by Alex Rothwell

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PHG PACK #5-

Grey 13217, Grey 25629

PHG PACK #6-

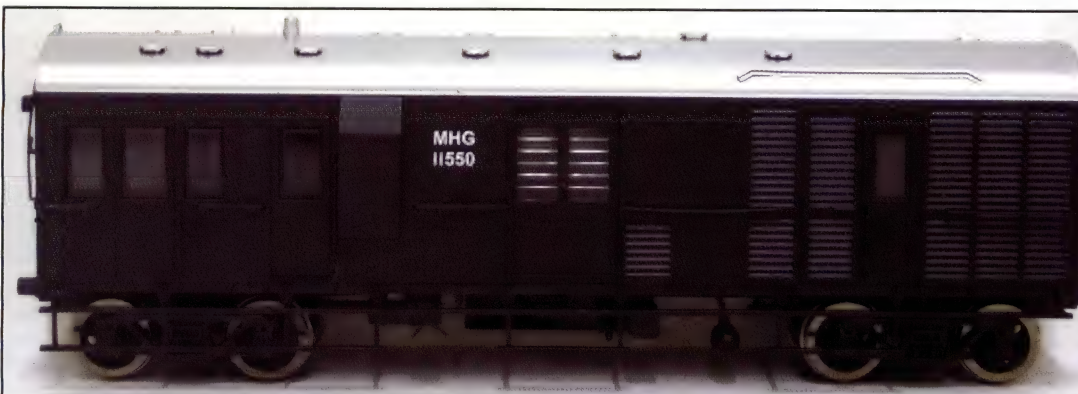
Red with NSW logo 13388, Grey 11977



Sample shown—MHG Pack #2 (NVMF 11615 WITH NSW logo)



Sample shown—PHG Pack #1 (Grey 16242)



Sample shown—MHG Pack #1 (Black 11550)

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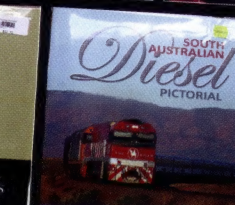
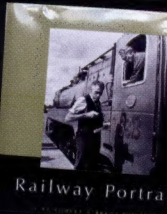
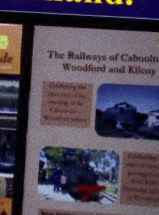
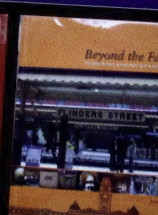
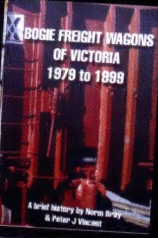


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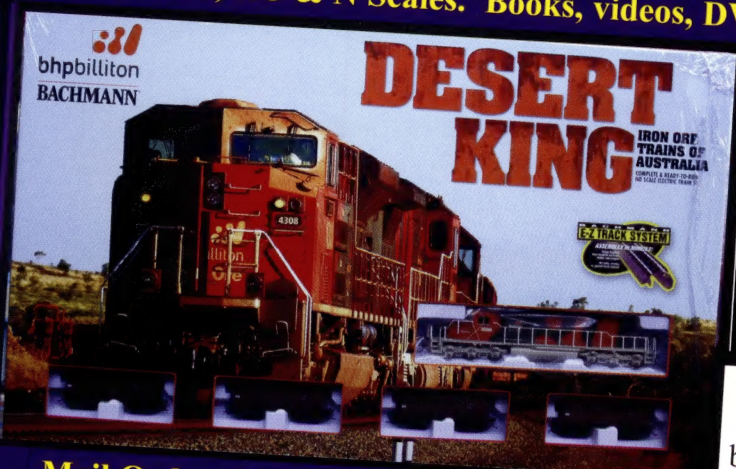
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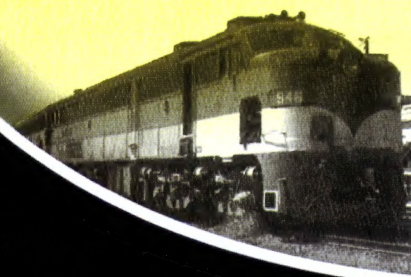
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DVD REVIEW

By Mike Moy

The latest release from Bevan Wall in his series of Diesel Diary production is on the shelf.

This DVD follows the same format of previous releases and contains some historical footage of the arrival into NSW running by Australian Railroad Group. The high quality production is released in 4:3 aspect and DVD-R format. I found the look back in time when ARG arrived in 2003 and took on the other companies very interesting. As some will know I was involved personally in this very early working and looking at the various combinations reminded me of just how difficult it was for ARG to allocate locos to the various services. Some of the combinations were needed to haul the ever changing tonnage available. From the Flour train to the Export Containers and Ethanol these numerous combinations enthralled the many travelling rail fans and this was obvious by the constant procession of vehicles beside the tracks chasing the Orange and Black locos.

Bevan has caught on film the different locos used including some battle worn units.

Bevan has also included footage of the Ghan hauled by the indigenous liveries, rare footage of EL class locos on the Harden - Cowra line and quality views of the Interail combinations on the very scenic north coast line. I can highly recommend this latest issue and viewers will not be disappointed by the visual tagging of each segment with just the noise of the various locos to keep them company.

This DVD was purchased by the magazine at a retail outlet and reviewed independently. Readers are encouraged to add this DVD to their collections.

Diesel Diary

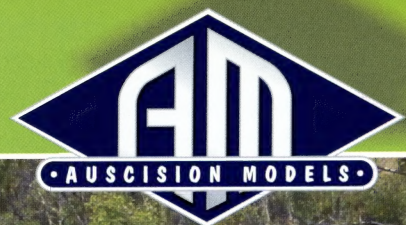


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Bevan WALL Productions

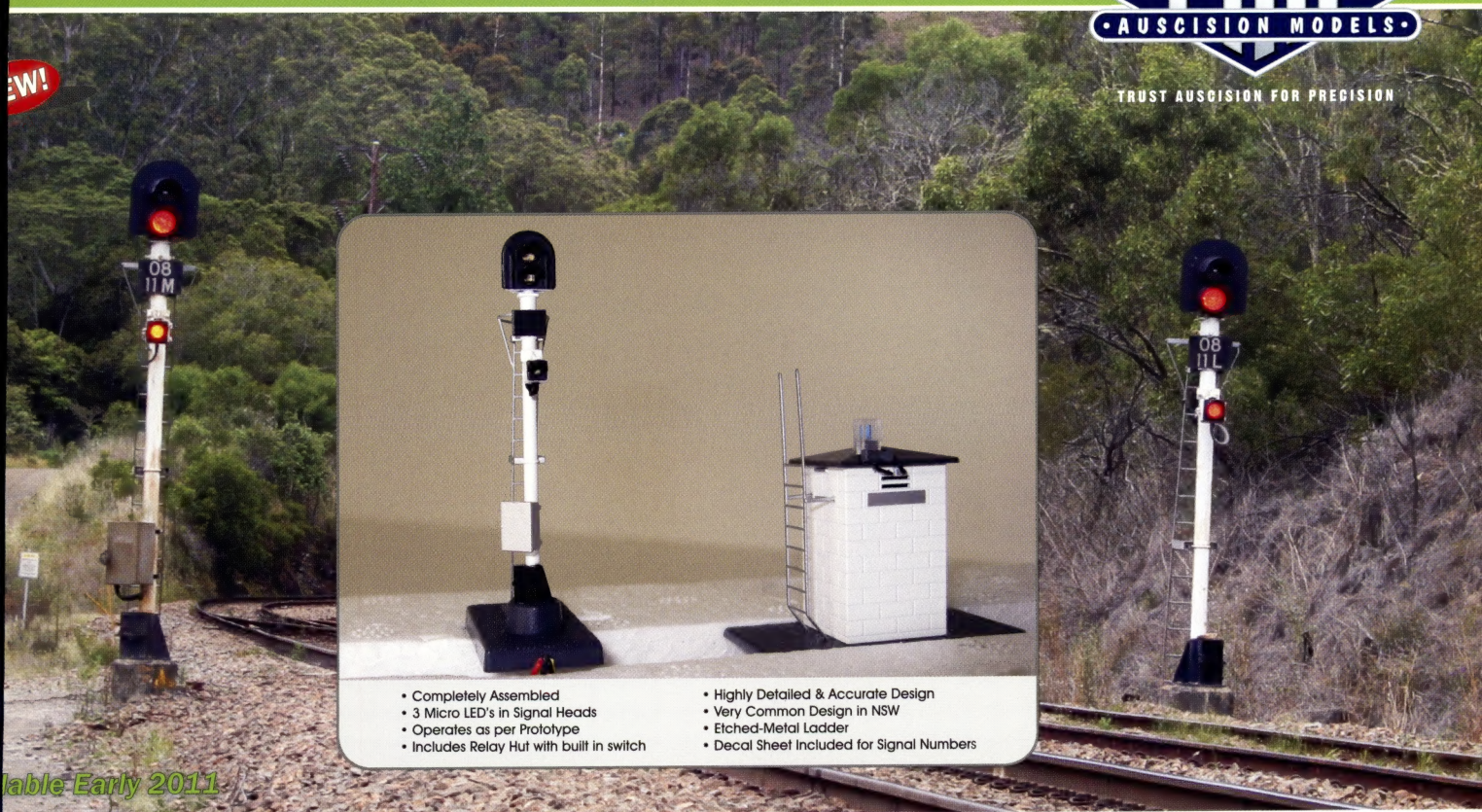
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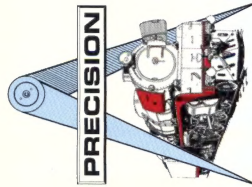
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